Volume 15

EAST BOSTON FREE PRESS /2 PLANS FOR AN

BRIDGE*IS OPPOSED

Congressman Douglass Sends Word That War And Navy Department Must Have Two **Hundred Foot Clearance In Case Of Harbor** Bridge And Is Opposed To The Idea On **Account Of War Possibilities**

Officals of the War and Navy Iepartments Tuesday informed Representative John J. Douglass of Massachusetts that the proposed bridge connecting Boston with East Boston, across the bay, would have to have a clearance of at least 200 feet. They also told Mr. Douglass that the departments were disinclined to favor the construction of any bridge between, the open sea and a Government Navy Yard, as the proposed bridge at Boston would be located.

Mr. Douglass took the matter up with the officials after receiving a long-distance telephone call from Col. Thomas F. Sullivan, chairman of the Boston Transit Commission, who had been requested by Mayor Curley to learn what conditions would be laid down by the War and Navy Departments if Boston should go ahead with plans for such a bridge. The opinion given Mr. Douglass was "unofficial" but nevertheless is considered of weight.

Mr. Douglass was informed that the masts of the newest type of cruisers were 178 feet four inches high, that battleship masts were 172 feet high and that those of aircraft carriers were 179 feet high.

The height of these masts would make it imperative that the proposed bridge at Boston have a 200-foot clearance, it was said.

The Navy Department is opposed to the construction of bridges between the sea and Navy Yard, because in the event of war, a bomb from an enemy airplane might destroy the bridge and fill the channel leading to the Navy Yard with debris.

Navy Yard Work

The declaration of Assistant Secretary of the Navy Ernest L. Jahncke that repair work assigned to the Charlestown navy yard for the current year will make possible the addition of 80 men to the present working force, in February, led Mayor Curley, Tuesday, to ask Congressman Douglass to make every effort to influence navy department officials to increase the apportionment of repair work there.

Assistant Secretary Jahncke in his communication to the mayor denied that there has been any discussion of the advisability of closing the navy yard. He pointed out that work has already been assigned but that it is impracticable to divert work from one yard to another "without upsetting the condition at practically all yards. He also told the mayor that there is no basis for the report that several hundred machanics and skilled laborers at the navy yard are to be discharged.

Mayor Curley telegraphed Congressman Douglass that a demand for an equitable distribution of work, acceded to, would permit the doubling of the present force.

will enlist the support of the two members of the Senate from Massachusetts in securing what appears to be a measure of justice for the Boston navy yard. While I realize that unemployment is general throughout the United States. I nevertheless recognize that locally it is greater than at any time since 1914 and if the program as outlined by President Hoover means anything, it is about time that those agencies directly under his control set an example to others.'

INDUSTRIAL AREA

Mayor Curley Plans Big Industrial Area Near The Airport That Will Mean Much For City

Mayor Curley in the course of a splendid speech before the Boston Real Estate Exchange on Thursday at a banquet in his honor given by the members at the Hotel Statler said that he plans to build of concrete and steel a tremendous industrial area near the East Boston airport, where steamship, railroad and air transportation will be linked, provided that the business leaders wil

back the movement.
"We will not try to make a hu profit on this land which I propos reclaim between East Boston and ernor's Island," said the Mayor, will lease it to industrial play the mere cost of the charges. turn will come when they their plants, giving the city of dollars in taxes and mo ant, putting hundreds of thousan our people to work so that the enjoy peace and happiness homes.

The Mayor told how he had the late E. M. Statler to Flor California and built a park the hotel magnate to erect a here. He explained how he h the waiving of the building permit the construction of a high building here, resulting opening of the Ritz.

BOARD OF TRAIL HOLDS MEE

I trust," the mayor added, "that you Many Important ters Come Up Discussion — Con ence on Ferry Tol. Desired by Direct

The directors of the East Bo Board of Trade held a very impor-meeting on Tuesday at the bank rooms of the Federal National Ba President Edward D. Carter preside Many matters were discussed, and plans for the future were outlined.

The secretary was directed to send a letter to Mayor Curley protesting against the toll increase on the Fer ries made under the former administration, and asking for a conference on the matter.

A committee was appointed to ar range for the annual meeting and ban quet composed of Directors Fine Besce, De Vito, Bellucci, O'Connell Gay and President Carter.

The nominating committee for offi cers for the ensuing year were ar

cers for the ensuing year were an nounced, Directors Webster, Maguire Donahus, De Vito, and Goldinger.

Among the directors present were Messrs. Fine, Rich, Webster, H. T. Smith, Goldenberg, Hirshberg, Donabuster, Bannon, Jackson, O'Consultation, Consultation, Consult hue, Bannon Jackson, O'Connell, Be lucci, Vesce and De Vito.

GLOBE 1/26/30

THIS GREATER BOSTON IDEA

'Loose Federation' of 40 Cities and Towns in Metropolitan Area Is Being Much Talked About-No Thought of Annexation, Say Proponents



This is not a story about Dinosauri or the fauna of the Mesozoic Age. It's about this Greater Boston business; this scheme of getting all the 40 cities and towns of the Boston Metropolitan Area into some sort of closer companionship for the common solution of common problems.

The laughter was occasioned by a simple little question that I had put to one of the best-informed men in Boston on what it's all about.

"Will you tell me," said I, "exactly what a 'borough system' of government really is?"

And the reply was: "Haw, haw,

I discovered, after a time, that this was the correct answer. A "borough tenance of a widespread park system system", of unified action means anything you want to make it mean. It means one thing in London (where

they have a borough system of gov- ministered by a Metropolitan Comtotally different in New York (where government). It might mean something totally different if we ever adopted it here in Boston.

So much for that.

The Metropolitan Commission

Today, this is the situation: certain things, such as water supply, and sewage disposal, and the build- this American democracy?" Should ing of traffic arteries, and the main--all of which directly concern the people of 40 different cities and to determ administrative questowns-are being carried on and ad-

ernment) and it means something mission over which the people serves haven't much more control they also have a borough system of than they have over the Maharajai

> Experience of 30 years or more has shown that this plan of unified action has worked fairly well; some say "perfectly."

The question has been raised: "Is boards or commissions named by the Governor, and responsible to the State Legislature alone, be allowed GLOBE 1/26/30

tions, carry on public works and spend millions of dollars (or refuse to spend them) for the 40 cities and towns of Metropolitan Boston?

The Problem

Here's how a committee of the old Boston Associated Board of Trade put back in 1902:

it, back "Boston and her sister municipalitier," it said, "have thus far permitted the State to assume the power of appropriating their funds simply because hey were unable to take common action through lack of common legislative powers in the face of imperative necessities common to many. It is not a question how well the State has administered its assumed trusts.
work has been well done.

work has been well done.
"But your committee thought that the various Metropolitan works seemed at present far enough advanced to safely permit a return to first principles of American Government and to give the people of the Metropolitan District, proper control over the con-District proper control over the expenditure of their own funds through their exclusive representatives.

"If, with the steady growth of the various communities, other new public services arise requiring action, and the present policy of State intervention is retained, we may become a com-mission-governed people deprived of direct voice either in the appointment or the expenditures of the commissioners, a condition repugnant to Massachusetts ideas.'

Since this was written other Metropolitan functions have been taken over by State officers-planning, fire prevention, smoke control and transit facilities.

Through all these years many persons have favored a change. And though there are all sorts of names this proposed change-borough system is one of them—they all seem headed in the same direction. The goal is some system by which the cities and towns of the Boston Metropolitan area can handle their own common business-water supply, public health, sewerage disposal and the like-through an organization directly responsible to the people of the territory they serve.

There, in brief, is the problem.

The Census Argument

There is, of course, another item that nearly everybody knows about. It is pointed out that a big fellow always commands a certain added respect. When the world looks at lists of American cities, it finds Boston down in eighth place. Not much to boast about. But if all the cities and towns of the Metropolitan area would only get to-gether in some sort of friendly hand-clasp—"loose federation" is one of the favorite expressions-then the Census Bureau could list this Greater Boston or whatever else it might be called, or whatever else it might be called, and show it right up in fourth place. The principal talking point today,

The principal talking point today, however, is a more efficient method of handling those many problems which are common to every one of the 40 cities and towns of Metropolitan Bos-

"Why," said one man with whom I talked, "imagine trying to get the best results with 40 different police forces in the Metropolitan Boston district. Back a few years, when thieves broke into my house, I knew there wasn't much sense in my going to the town rolice about it. I knew that the thieves weren't out there. I happened to know the ropes, and got in touch with the Roston police. They got the thier the Boston police. They got the thieves for me."
Which

Which suggests the question of whether or not there should be a unified police force in the Metropolitan

Not Annexation

The truth is, there is not, at this time, any very definite plan of how this "loose federation" of the cities and towns of Metropolitan Boston might be organized. I say "at this time," because there have been plans in the past-plenty of them.

Mayor Curley has appointed (or is appointing) a committee to consider the problem. Perhaps that committee will be able to work out some scheme that everybody concerned will

Perhaps.

One thing is certain. There seems be complete unanimity that anything in the nature of annexations or conscilidations are out of the question. Nobody I have talked with even mentioned the word, until I brought it up. When I did mention it, I was promptly hushed. The very word is taboo.
What is more interesting is this: hushed

that a careful examination of many past movements looking towards this closer affiliation of Greater Boston communities shows that annexation never has been seriously thought of in the last 25 years. Individuals have talked it; bills have been introduced on Beacon Hill looking to it; individual communities (Hyde Park, for instance) have got themselves annexed. But there appears never to have been any organized or widespread senti-ment for remedying the conditions complained of by bringing all the outside cities and towns into the Bosion Possibly this/statement may be questioned. But anyone who will go over carefully the most complete record available, which lies in the immensely helpfu! files of the Civic Bureau of the Boston Chamber of Commerce, can only reach this conclusion.

London and Beston

Yet it was the annexation bugaboo that, more than anything else, defeated every get-together movement in the past. This does not mean Boston alone, because Boston can't claim any

monopoly on this problem.

Take London, for instance While we hear a great deal about what the wonderful borough system of London has accomplished, we fail to hear about the problems that have grown up since London borough system of government came into effect. Boston faces the necessity of forming some Boston sort of borough system; London faces an equal necessity of extending its present system so as to include heavly-populated areas that have grown the outside.

This move on London's part, while not involving proposals of annexation, was crippled a few years ago by the annexation cry. Here is an interesting comparison:

Boston (1911, adverse report of Newton Aldermen)—"The result . . . would be virtual annexation . . . the statement that no annexation is desired is

entirely misleading . . ." London (1923 report) - "Witnesses snatched at a casual reference by the Prime Minister when he received the deputation from the London County Council, to convey the suggestion that the Council harboured some scheme of annexation."

And so it is, wherever you look—Boston, London, Pittsburg, where will you. Arguments pro and con are identical, regardless of geography. The many objections to confederation of our Greater Boston communities, raised 19 years ago by the Newton Al-dermen are almost identical with the objections raised by the out-Londoners seven years ago, when it was proposed to federate them with the present London County Council area.

And it's a brave man indeed who, from all this, would dare to point a

OBJECTIONS TO PLAN FOR LOOSE FEDERATION

When an attempt was being made in 1911 to get through the Legislature a bill for a very loose confederation, the Newton Board of Aldermen is-sued a printed pamphlet setting forth their chapters. It is substantially their objections. It is, substantially, a summary of all objections raised against all the various plans, and as such is especially interesting.

Your committee feels that such cooperation (on educational facilities) as is necessary is now obtained by State institutions and that the schools, so far as they are advised, in the Metropolitan District are now efficiently run. The needs of the various cities and towns in the district are widely divergent, some being manufacturing, some residential and some commercial, and any central organization to reguand any central organization to regu-late education would not only be use-less but positively detrimental."

... the present State and local Boards of Health are vigilant, familiar

with, and therefore much better able to cope with local conditions than would be any confederation

. the transportation problems can be much better dealt with as they are at present by permanent State Boards that have the time and the experience to bring technical considerations to bear on the questions involved rather than by an occasional Metropolitan Council of ever shifting membership. . . .

Annexation Bugaboo

"The Chamber (Boston Chamber of Commerce) suggests that the Police problems could be better handled by central authority, but your committee doubts very much whether a central authority would be of any assistance whatever, but believe that these questions within the Metropolitan District can be properly handled by the con-tinued active co-operation of local police departments.'

The adverse report took substantially the same stand on the matter of fire protection.

Water, sewer and park problems, the report says, are now properly handled by State boards and no confederation is needed.

"All matters of city planning should be decided by the cities and towns directly interested."

The annexation bugaboo bobs up: It is the right and duty of these 40 cities and towns concerned to consider not merely the face of the bill, but its tendencies and possible results. The pamphlet of the Chamber (of Commerce) expressly states that annexation is not its object, but if the result of the plan proposed would be a central of the plan proposed would be a central control, either immediate or eventual, of schools, fire, water, police and highways, there is nothing left for local control and that the result of taking away these important branches of municipal activity would be virtual annexation.

"We are convinced that the present system of government is dear to the people; that the present boards in the various cities and towns in the district are more responsive to local needs than would be any Metropolitan Council as proposed.

"If the proposed Metropolitan Coun-cil did not work, the inevitable tendency would be to give it more power, and if it accomplished anything at all, the tendency would be then also to increase its power, and for that reason it is a very dangerous step."

This report was made by a special committee of the Board of Aldermen, consisting of Franklin T. Miller, Matt B. Jones, Charles F. Avery, Edward F. Woods, Frank B. Moore, Albert F. Bemis, Walter H. Barker and Arthur W. Blakemore. It was unanimously approved by the full body, and signed by Mayor Charles E. Hatfield.

CURLEY IS PRAISED BY THE G. G. A.

Third Administration Lauded

The manner in which Mayor Curley has started his third administration at City Hall has won the tribute of the Good Government Association, which For in pamphlets mailed last night to the voters of the city, the organization recorded its support of the proposal for the creation of a Metropolitan Boston, the extension of the rapid transit system beyond Governor square and most of all his policy of making a careful study before acting.

"HIGHLY COMMENDABLE"

In the leading article of the first 1930 number of "City Affairs," the reform organization's periodic magazine, Executive Secretary and Editor Laurence O. Pratt, states: "There is much that is highly commendable in Mayor Curley's inaugural address and in his first administrative acts.

"His desire to solve the Governor square puzzle, to bring about some form of confederation in metropolitan Boston, and to promote street widenings according to a well-thought-out programme, rather than by plecemeal projects, will be approved by most thoughtful citizens," declares article, discussing the "New Administration."

The Good Government Association pointed out that it did not favor a courthouse on Beacon Hill or a bridge instand of a traffic tunnel to East Boston, as these projects had been found "wanting" by previous studies.

Praises Greater Boston Policy

Praising the Mayor's policy of appointing a commission to devise a plan for the creation of a metropolitan Bosfor the creation of a metropolitan Boston, the G. G. A. states that his commission is one in which "citizens of either Boston or outside communities may place the utmost considence.

Discussing the creation of a Greater Boston, the Good Government Association brands as "undemocratic in principle and unsound in fact" the taxation

ciple and unsound in fact" the taxation trict Commission without direct respon-

sibility to the communities taxed.

As suggestions for the Metropolitan plan the G. G. A. urges that the smaller

the administration of activities now administered by the State-appointed commissions and that the smaller communities missions and that the smarler communi-ities be relieved of the worry of an-nexation and be assured of the reten-tion of their local autonomy. The lead-ing article also urges that the city maning article also urges that the city manager form of government for the proposed Metropolitan Boston be not overlooked in coming discussions.

In further tribute to Mayor Curley, the Good Government Association has taken the stand that most of the projects outlined in his Legislative Jalis for

ects outlined in his Legislative vills for ects outlined in his Legislative Allis for the expenditure of \$17,000,000 "are worthy." The G. G. A. suggests that they be discussed by the Mayor's proposed planning committee of \$50 members in determining their seconds. Start of the Mayor's bers in determining their acceptance by bers in determining their acceptance by giving weight to three factors, the ability of the city to pay, their contribution to future residents and their

bution to future residents and then urgency.

"We hope that during Mayor Curley's third administration his borrowing policy will be a sound one; we do not believe that a policy which promises to place too great a burden of taxation on real estate in this city in the future is any better than a too conservative policy which would only serve to retard our natural growth," the pamphlet tates.

In appealing for funds, the organization revealed that it ended the year with a deficit of \$4500, which was \$2500 greater than the previous year because opposed him during the campaign, of general financial conditions and increased expenses.

\$2500 RUG IS **CUT IN PIECES**

Mayor Now Must Get New One for Office

Mayor Curley yesterday recovered the Oriental rug which adorned his private office four years ago. But he got it back in pieces. As a result he was forced yesterday to put in an order for a new rug.

A connoiseur of good rugs, the Mayor A connoiseur of good rugs, the Mayor noted the absence of the Oriental, which was valued at \$2500, but which he purchased at a third of the price during his last term. Upon being informed that the rug had been "sold" a year ago, the Mayor insisted upon learning the identity of the purchaser, so that he might get it back.

Employees of the public buildings de-

Employees of the public buildings department yesterday carried the Oriental up to the Mayor's office in pieces. It had been cut up into bathroom sizes, fit only for the smaller offices. After and other than the conting up of the more properties the conting up of the more properties. condemning the cutting up of the rug, claiming that it would have been good for 100 years, had it not been chopped into souvenirs, the Mayor set about the task of obtaining a new rug for the Mayoral chamber. Mayoral chamber.

"LOST" BOSTON TABLET FOUND

Marks Site of First N. E. Catholic Church

"Lost" for four years, the bronze tablet, designed during the last Curley administration to mark the site of the first Catholic Church in New England at 18 to 22 School street, was found yesterday in an old closet on the fourth floor of City Hall, and will be put in place this week under orders of the Mayor.

Director of Public Celebrations J Philip O'Connell found the tablet while janitors were preparing room 40 for his headquarters. Upon investigation the headquarters. Mayor found that this and another tablet marking the evacuation of Boston had not been put in place when the commission for marking historical sites was discontinued after he left City Hall.

Paramino, sculptor, John Coolidge, architect, Charles A. members of the commission, yesterday selected 22 School street as the proper location for the bronze memorial, which location for the bronze memorial, which will be put up without delay. Here the French Huguenot church stood from 1716 until 1741. It was the Rev. A. Croswell's Congregational Society from 1748 until 1785, and it was the first Catholic church in New England from 1788 until 1802, the public mass being celebrated in the church on New 1801. being celebrated in the church on Nov. according to the inscription on the tablet.

FAVORS PARK ON OLD POSTOFFICE SITE

George McAneny, head of the New York Regional Planning Association and former president of the Borough of Manhattan, yesterday accepted the invitation of Mayor Curley to aggress the conference on Metropolitan Boston, probably some day this week

probably some day this week.

Mr. McAneny, who is president of the
Ritz-Carlton Hotels Company, called
upon the Mayor at City Hall yesterday
during his visit to the city. He discussed the proposal for the creation of
a greater city favorably, and city planning in general. "I think it would be
a fine thing for the city of Boston if
the old postoffice site were left vacant,"
suggested Mr. McAneny. "It would increase tremendously the value of surrounding property."

HERALD /26/30

"LOST" TABLET FOUND IN CLOSET AT CITY HALL

Will Mark Site of the Old Hugenot Church on School Street

After being "lost" for more than four years, the bronze tablet intended to mark the site on School street of the church of the French Huguenots, which was later a Roman Catholic church, was found yesterday in the recesses of a storage closet in City Hall.

As Mayor Curley started to find out why the tablet had never been erected, commission on the marking of historical sites reported to them that John F. Paramino and Charles A. Coolidge, devoted yesterday morning to selecting a proper location for the tablet.

It will be set up immediately. The school street site was not only used by the Huguenots from 1716 to 1741 but by Congregational society from 1748 to 1788 when it was acquired by the Roman Catholics. The first public mass was celebrated in the church Nov. 2,

G. G. A. HAS \$4500 **DEFICIT FOR YEAR**

Contributors Increase Over 1928-Small Amount Donated

The financial condition of the Good Government Association was far more discouraging Jan. 1 than the year prediscouraging Jan. I than the year previous according to a statement, released yesterday, which admitted a deflicit of \$4500, an increase on the debit column of \$2500 over 1928.

Though the number of contributors who gave \$14,249 to the association increased from 662 to 766, unfavorable conditions, were encountered in the

conditions were encountered in the quest for financial essistance and the results were not entirely satisfactory.

Of the \$17.622 expended last year \$6139 went for salaries and \$7164 was spent for the preparation and mailing to the voters of the records of the candidates for mayor and the city council

The association incorsed Mayor Curley's plan for a Greater Boston and specifically commended most of the major projects for which he has asked legislative authorization to spend \$17,-000,000. Opposition to the Greater Boston plan is described as "unthinking criticism." The personnel of the mayor's committee to develop a metropolitan city program meets with the unquali-fied approval of the Good Government

PROF. BEALE TO STUDY LONDON COUNTY PLAN

Prof. J. H. Beale of the Harvard law school, who is president of Mayor Curley's conference on metropolitan Boston, will sail Wednesday for London to make a six weeks' study of the London county council system of federation, in order that he may develop a working plan for the organization of a metropolitan Boston.

Dr. R. D. Doten of Massachusetts Institute of Technology will carry on Prof. Reale's local work in the conference, and Prof. W. B. Munro of Harvard, who will return from sabbatical leave this week, also will assist in the study of the control of the c ADVERTISER /26/30

HEAD TO SI THIS WEEK

Harvard Law Professor to Secure Information on "Borough" System

CURLEY WINS SUPPORT

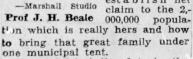
"City Affairs" Lauds Plan as CURLEY WINS SUPPORT Necessary to Boom

eager to prove its right to that title, is about to seek such assistance as it can get from the First City in the World.

Residue of Standard Stand

Boston, Mass., in other words, turns for advice

Weary of the humiliating handicap that goes with being eighth in United States Census reports - trailing after De-troit, Cleveland, St. Louis and Baltimore-Boston wants know how to establish her



The model is believed to be the "borough" system under which the City of London is operated—the city for the big things, the boroughs for what might be called the affairs of each neighborhood.

With the approval of Mayor Curley, and the support of his asso-ciates of the Conference on Metropolitan Boston, Prof. Joseph Henry Beale of the Harvard law school is sout to make a thorough study of the London plan on the ground.

Prof. Beale, chairman of the Conference, sails for Naples next Wednesday on the steamship Providence. He will be accompanied by Mrs. Beale and after a brief sojourn in Italy, will proceed to London. In his absence, Prof. Carroll W. Doten of the Massachusetts Institute of Technology, will act as chairman of the conference.

TO "SELL" BOROUGH PLAN

The "London Plan," first suggested for application to Boston by Prof. William B. Munic of Harvard, has been under consideration for two years or more by those who

believe Boston's present place in the census is detrimental to her suburbs as well as to the city proper.

Greater Boston's true position on the roster of American cities is, of course, next after New York, Chicago and Philadelphia, the mayor declares.

The problem of Prof. Seale and his associates of the Conference of Metropolitan Boston is to "sell" the borough plan—a Greater Boston united in every way except politi-cally—to the 39 cities and towns round about.

There is no thought of "rushing things." What the conference has in mind is a campaign of educa-tion. Individual members believe there is already a sentiment among the people of Greater Boston in favor of some sort of consolidation. Prof. Munro, at present in Califor-dia, is expected to join the conference upon his return.

Finding in Mayor Curley's inau-Trade

Trade

The Fourth City in the U. S. A.,

The Fourth City in the U.

stirred up unthinking criticism. It should be unnecessary to point out that the mayor has properly recommended no definite solution and counsel to of our Metropolitan problem. London, England.

After describing the borough system as used in London, he said. 'If the solution is the borough system of government, which has brought order out of the great problem of London government which had so long vexed and perplexed successive generations, then the practical application to then its practical application our own necessities should be given careful consideration.

"Boston must be relieved of its unfair burden in supplying transportation facilities to the remainder of the community. It is to Boston's advantage to be-

come the fourth largest city in the United States.

"Boston must obtain greater co-operation from outside communities in making Boston a commercial and industrial center to attract new trade. The deto attract new trade. The desires of Boston and of the outside communities are not neces-sarily inconsistent; it should be possible to work out a plan acceptable to all interests."

The first important step will folow Prof. Beale's return from Engand, with the facts concerning the Borough Plan of City Government.

"MARCH 1" SET FOR STOP AND GO SIGNALS

Fourth Date Since Award with completion of the downtown system, for which all underground work has been completed, and the of Contract Year Ago

Policemen to Remain at Downtown Traffic Posts, Won't Wave Arms

"March 1" is the latest date set by the Boston Traffic Commission for putting into operation the system of stop and go light signals which when completed will have cost the taxpayers of Boston \$130,000, for the down town section alone.

This is the fourth date set since the contract for installation of the system was awarded about a year ago, and it is said to be the final one, because the equipment for the system arrived in this city within the past few days and the inspectors have practically finished the checkup.

With much interest, the police officers in charge of the control of traffic are awaiting the putting the system into operation in order to compare the results with the predictions made by Dr Miller McClintock, traffic expert who recomended the system after a very thorough theoretic survey of the

traffic movements of the city.

The first change from his original plan comes with the armouncement that

plan comes with the arnouncement that the installing of the lights will not mean taking policemen away from signal points and sending them to patrol duty throughout the city.

Traffic Commissioner William A. Fisher says the policemen will remain on traffic posts, but they will not be obliged to wave their arms and blow whistles to signal vehicles.

Switchboard Control

The lights will be controlled from a switchboard to be set up during the next month in a room the City Hall Annex, from which board the men in charge can adjust the speed of the lights so as to conform with conditions existing at different points on the system. This board will provide for handling of the lights by sections or singly

Traffic Union No. 1, which will cover the city from Broadway along Washington st to Haymarket sq and on cross streets through to Cambridge st cross streets through to Cambridge st and along Tremont st, will be handled from City Hall. The other units will be handled from boards to be set up, according to present plans, in the Fire Alarm Building in the Fenway. Experts outside of the Police De-partment claim that the movement of treffic will be speeded up from seven

traffic will be speeded up from seven miles an hour, the average along Washington st, to 15 miles an hour under the light system.

Movement of Traffic

The sponsors of the change hope to move from 125 to 135 vehicles along Washington st, past any one intersection in the minute and a quarter that traffic is moving.

The plans call for the timing of the signal lights so as to allow the movement of but a certain number of vehicles from a side street onto Washing ton st, on each run, with the number being regulated by the amount of space the block provides

street, such as Washington st, it is planned to set markers in the center of the streets, so that drivers must go straight ahead or turn the corner, according to the lane which they are

Where any street crosses a through bases for light posts set, the plans call for the starting of work on Common-wealth av, for which \$125,000 has been appropriated, to place a system from Arlington st through Kenmore sq.

A similar appropriation has been provided for a system of lights along

Massachusetts av, from Tremont st to Harvard Bridge, while \$100,000 will provide light signals at various isciated points in the city where traffic is heavy.

G. G. A. ORGAN PRAISES THE MAYOR'S PROGRAM

Confederation of Greater Boston Is Indorsed-Three Factors Suggested on Curley's Proposal to Borrow \$17,000,000

Devoting its first page to the new administration at City Hall, the Good Government Association's monthly news pamphlet, City Affairs, in the first issue this year allows that "there is much that is highly commendable in Mayor Curley's address and in his first administrative acts."

The article states that most thoughtful citizens will approve the desire of Mayor Curley to solve the Governer-sq traffic problem, his efforts to bring about consideration of some sort of confederation in Metropolitan Boston, and his determination to pro-mote street widenings according to a well-thought-out program rather than piecemeal.

Mayor Curley, says the article, has appointed a commission to study the annexation idea and other proposals in which the citizens of Boston and outside communities may place the ut-most confidence. It points out two im-

portant problems:
"First, the present Metropolitan District Commission, with its sewerage, park, and water boards, wields the great power of taxation without direct responsibility to the communities taxed. This is undemocratic in prin-

ciple, and unsound in fact.
"Second, there is little doubt also
that the need for cooperation in matthat the need for cooperation in ters other than those already delegated to the Metropolitan Commission will increase yearly." These, it says, "can increase yearly." These, it says, "can be better solved by a single legislative or administrative body."

or administrative body."

The publication points out advantages in being the fourth largest city in the United States, and hopes the city manager form of government will not be overlooked as a means of securing a business administration. It says the outside cities and towns should be freed from fear of annexation and be assured of local autonomy.

more than \$17,000,000 by the city, and says weight should be given three factors as follows: First, the ability of the city to pay; second, are the improvements urged of a nature to bestow benefits on future generations equal to those which we derive? And third are the improvements urgested third, are the improvements suggested the most urgent ones?

It proposes that the bydgeting of the city debt be referred to the Planning Board of 350 appointed by the Mayor.

MAYOR BUYS OFFICE RUG TO REPLACE ONE CUT UP

Mayor Curley has just purchased a new and beautiful rug for his office at City Hall, to replace the one he bought in his last administration.

in his last administration.

When Mayor Curley took office a few weeks ago he noticed that the rug he had so highly prized had been removed. Inquiry resulted in information that the rug had been sold, but Mayor Curley's investigator found pieces of the rug in the basement of City Hall, which indicated that it had not been sold, but had been cut into small rugs and apparently distributed to souvenir hunters.

MCANENY TO TELL GREATER **NEW YORK'S EXPERIENCE**

Among the visitors to City Hall yesterday was George McAneny of New York, head of the Regional Plan Association of that city. They discussed in a general way the Metropolitan Boston idea. The New York visitor has been president of the breaklest has been president of the borough of Manhattan. He was in favor of a greater Boston and Mr Curley asked him if he would address a meeting of

ing a business administration. It says the outside cities and towns should be freed from fear of annexation and be assured of local autonomy.

The Good Government Association's publication also calls attention that the bills Mayor Curley has filed in the Legislature provide for berrowing lowed to remain vacant.

TO REALIZE HIS **BOYHOOD DREAM**

'Eddie" McLaughlin, Former 'Spark,' Will Be Head Of Fire Department

A little over 30 years ago "the gang" in the vicinity of Dover street in the South end, like most other boys in Mr

were many lumber yards, and when these took fire (as they frequently did) they provided as big a thrill as any boy and as big a job as any fireman could wish for. Of course, too, there were occasional rescues of tenement dwellers from roofs or windows high up on burning structures, and these could be counted on to provide a rare treat something worth running many blocks

A FASCINATING SIGHT

Besides running to likely fires, the boys in the neighborhood on occasion would stand before the open door of the "firehouse"—then as now in Harrison avenue at the corner of Bristol street—and gaze rapturously in at the spirited and gaze rapturously in at the spirited horses stamping impatiently on the floor of their stalls, at the glittering, brilliantly-polished "smokey" (pumping engine) and the equally resplendent harness hanging by wires above the places of the horses in the apparatus, and at the gleaming brass pole down which firemen slid from the floor above at the first tap of the fire alarm bell. Swaggering, devil-may-care firemen in helmets and rubber boots, busy with routine tasks, or, in colorful dress uniforms, passing in and out, added to the luster of the picture, and the boys would give themselves up to contemplation of the glorious, gtamorous existence that was a firemand.

plation of the glorious, glamorous existence that was a firemata.

Most every boy in that "gang," as in countless others everywhere, nurtured the furtive ambition of some day becoming a fireman, of joining the ranks of those dauntless guardians of life and property and sharing in their exciting existence. The more ambitious visualized themselves even in the lofty status and colorful insignia of a chief, but these and a hundred other childhood dreams usually gave way in later years to other, more soberly considered ambitions, and perhaps not even one of the "gang" in after years ever did go into the service of the fire department.

DREAM COMING TRUE

Yet, by a strange turn of fate, one of the boys of that old gang, the "Eddie" McLaughlin of those days, ruddy-faced and happy-go-lucky, now 46 years of age, head of a sizable family and long settled to a business career far removed from the fire service, finds himself suddenly slated to realize that forgotten ambition of childhood, and in a way far exceeding his wildest expectation.

tion.

The "Eddie" McLaughlin of 30 or more years ago—now Edward F, McLaughlin, dealer in contractors' supplies and a veteran of local politics, some day within a few weeks will return to the heighborhood of his boyhood, and passing by the old familiar

fire station in Harrison avenue with perhaps a twinkle in his eye, will turn the corner into Bristol street and walk into fire headquarters, adjoining the old "firehouse." to assume the office and duties of fire commissioner, the supreme post of the Boston fire department.

One all-important contingency yet remains to be fulfilled, however, before the post of the suprementation of the post of the suprementation of

one all-important contingency yet mains to be fulfilled, however, before Mr. McLaughlin can thus make his "triumphant" return to the scenes of his youth. His recent appointment to his youth. His recent appointment to the office by Mayor Curley, whose campaign manager he was in the mayoralty contest last fall, awaits the approval of the state civil service commission. While the reporter was disposed to take confirmation by that body for granted, Mr. McLaughlin was not so inclined, and the data for this sketch had to be obtained from his friends.

The fire headquarters building where Mr. McLaughlin will hold sway (as-

South end, like most other boys in American cities, used to chase madly again that he receives the necaster the neighborhood fire engine when there was a chance of seeing their favorite heroes go into action on a worthwhile fire.

In this particular neighborhood there were many lumber yards, and when where headquarters now stands.

CHUM OF CHIEF'S SON

He was born and lived for many years a few blocks away, at the corner of Paul and Emerald streets. He frequented Engine 3 house perhaps more than the other boys of the district, because the son of the chief, Patrick Keyes, was a close friend and school chum of his.

Mr. McLaughlin, according to his friends, cannot qualify as an inveterate "fire fiend," although in the old days he took as much pleasure as any boy in haunting the outer precincts of

days he took as much pleasure as any boy in haunting the outer precincts of the firehouse and chasing eagerly after the clanging apparatus.

Naturally, he regrets the passing of the fire horses and the picturesque note they lent to the old fire fighting days.

Mr. McLaughlin remained a resident

Mr. McLaughlin remained a resident of the South end until four years ago. Prior to that time, however, he had earned for himself a conspicuous place in the political life of the district and was well known throughout the city as an able figure in Democratic councils. He became active in campaigns from the time he reached voting age, and from the beginning was an ardent campaigner in the interests of James M. Curley, carving his political career in Curley, carving his political career in the adjoining section of Roxbury, then the scene of many stirring contests. Mr. McLaughlin was elected to the House of Representatives in 1918, 1914 and 1915, and during the latter term

GLOBE /25/30

Members of the Evacuation Day committee from the South Boston Citizens' mittee from the South Boston Citizens' Association were pleased at the reception they received from Mayor Curley when the ways and means committee, neaded by Representative John J. Reardon, visited the Mayor's office regarding the appropriation and events of the Evacuation Day observance. They found the Mayor keenly enthused over the coming celebration. He plans to revive the breakfast which had been cut out of the program during the been cut out of the program during the past four years. A plan to have the breaking of the ground for a new L-st bath as a feature of the day also is being arranged by the Mayor. Michael J. Ryan, ex-city clerk of Philadelphia, will be the orator at the exercises on Sunday evening, March 16, when the association's program opens.

served as Democrat.c leader of the House. One of his most treasured possessions is an inscribed gold watch given to him at that time by his Democratic associates in the House. The formal presentation was made by David Walsh, then Governor.

ELECTED TO SENATE

Mr. McLaughlin was elected to the state Senate from the South end and Roxbury in 1916, and in the following two years was elected from the 10th rict, comprising the South end, Roxbury and East Boston. In 1916 and 1917, during Mayor Curley's first term. he also served as president of the Democratic city committee. In Curley's campaign of 1917, McLaughlin assisted the late Judge Riley, Curley's campaign manager, in the direction of the con-

Mr. McLaughlin's last connection with politics as an office holder was during the period between 1919 and 1922, when he served in the Boston city council as the period between 1919 and 1922, when he served in the Boston city council as a member-at-large. However, it remained for him to make his most conspicuous contribution to local politics, not in the role of office-holder, but as campaign manager for Curley in the election of last November. Mr. Mc-Laughlin, through his close connection with the Curley fortunes, has come to be a warm admirer of the mayor and holds him to be little short of a genius in his ability to surmount obstacles.

Mr. McLaughlin, while never identified with the fire department, is no stranger to the firemen. While in the Legislature he successfully led the fight against a contributory form of pension for the firemen, and otherwise championed their interests. The fire commissioner's salary is \$7500 a year.

In 1917, Mr. McLaughlin married Miss Helen C. Kane of East Concord street. They have two boys and two girls, the youngest is 5 and the oldest 12, and they live in a modest, attractive home of their own at 221 Pond street, Jamaica Plain. Mr. McLaughlin's chief diversion is music. In his younger days he studied pianoforte at the New England Conservatory of Music for several years, and today continues to play the piano at home as often and as much as opportunity permits.

much as opportunity permits.

HERALD/27/30

ALLIN AND CURLEY TO ATTEND LEGION FETE

The committee in charge of the annual get-together banquet of the Massachusetts department of the American Legion, which is to be the reception to O. L. Bodenhamer, national commander, reports that Gov. Allen and Mayor Curley have accepted an invitation to be present. Both are scheduled as

speakers. The other guests will include the commanding general of the First Corps area, the commandant of the Boston navy yard, legion department commandnavy yard, legion department commanders of other states and the President. Miss Anna M. Manion of the legion auxiliary for Massachusetts. A past commander's jewel will be presented to Dr. William H. Griffin, who headed the department last year. Dept. Comdr. John J. O'Connell and National Comdr. Bodenhamer will each give an address.

Dr. Wilinsky Again to Assume Supervision of Health Units

Beth Israel Hospital Director Returns to Labor Of Love with City

TRUSTEES UNWILLING TO LOSE SERVICES

Dr. Charles F. Wilinsky, director of the Beth Israel Hospital, will resume today a position created largely by himself with the Boston health department under the approving supervision of Mayor Curley and Health Commissioner Dr. Francis X. Mahoney. The position has been kept vacant for nearly two years in the hope that Dr. Wil-insky, despite his affiliation with the hospital, would somehow find the time to fill his accustomed place in the scheme of things regarding Boston's public health.

He served the city from 1909 until

June, 1928—first as a school physician, then as medical inspector, then as orhealth ganizer of the Blossom street unit, and finally as deputy health com-missioner in charge of child hygiene and the numerous health units which followed the experimental Blossom street institution and all but revolu-tionized the public health and welfare work in Boston. It is to this last named post that he now returns.

A LABOR OF LOVE

That he returns to a labor of love is made unmistakably evident by one interesting and unusual fact revealed yesterday by a Beth Israel trustee. Dr. Wilinsky is continuing as director of the hospital which he has agreed to guide through the first decade of its existence. The trustees were by no means willing to give up to the city; and the doctor was decidedly unwilling St. to refuse the request of Mayor Curley that he resume supervision of the health units. How to order things, was the question so that the mayor could be pleased, that the doctor could give full scope to his abilities, and that the trustees might not think the hospital was deprived of services and energies that were its due. It so happens that the new hospital needs money no less than direction. The solution, therefore, becomes quite simple. Dr. Wilinsky, according to the trustee who tells the story, settled the matter by agreeing to contribute to the hospital every cent of his city salary. Every to refuse the request of Mayor Curley every cent of his city salary. Every one is satisfied—Dr. Wilinsky, who is fond of work, no less than the hospital and the mayor himself.

recognized authority on child hygiene



DR. CHARLES F. WILINSKY

what they lacked in individual pecunity. The very conditions under which practised were bound to attract his attention to the need for the wider application of preventive medicine and public health measures.

His first opportunity to make practi-cal use of the ideas that he was turning over in his mind came in 1909 when he was appointed school physician of the Washington school in the district where he had begun practice five years earlier. Gradually, in work as well as thought, he began to emphasize pre-

thought, he began to emphasize prevention instead of cure.

In the mean time the health unit plan was taking root in Buffalo, Pittsburgh.

St. Louis and New York. This local centralization of all health and welfare agencies under a single roof appealed strongly to Dr. Wilinsky who persuaded Mayor Curley to introduce the plan in Boston. the plan in Boston.

ORGANIZED SERVICE

Giving up altogether the private practice which more and more he had been delegating to others, the doctor made a careful study of the health units where they existed and then, at the request of the mayor, organized a similar service on Blossom street in the West end. For seven years, from 1915 to 1922, he

rery cent of his city salary. Every cent of his city salary. Every me is satisfied—Dr. Wilinsky, who is completely won the mayer's favor. In 1922 George Robert White died providing in his will a large income to be used for such things of public utility and beauty as might best serve the interests of the people of Roston. and public health, subjects in which he first took interest 20 years ago. At that time he was a practitioner, not to George E. Phelan, manager of the White that time he was a practically a find, was put in charge of the work congested section of the West end and spent the next six years in build-ongested section and up in number for ing and putting into operation new where patients made up in number for units in all the poorer sections of the

city—in the South end, West end, North end, South Boston, East Boston and Charlestown.

A realignment of the functions hitherto performed by various educational, charitable and medical organiza-tions followed. The health department first took over the child hygiene work of the Baby Hygiene Association. Dr Wilinsky secured the co-operation of the Harvard, Tufts and Boston Univer-sity medical schools which now send their students to the units for study of preventive medicine and public health and from which the city buys skilled medical service.

WORKED FOR CO-OPERATION

The doctor also brought the various social service agencies into closer cooperation by providing them with space in the units where Protestant, Catholic and Jew work hand in hand for the good of the community. The units have been described as "department stores of health"; they constitute local clearing houses for all the health and welfare problems of the neighborhood.

The creation of this system has been apply the control of the contr

Dr. Wilinsky's chief but not his only work. During the war he was in charge of the medical work of draft board 5 in the West end and examined thousands of prospective soldiers. From 1924 to 1928 he also served as executive director of the Boston Health League, a federation of 30 health and welfare organizations.

wellare organizations.

This work, however, his work with
the health units, and a growing work
for liability insurance companies, he
gave up all at once in June, 1928, when
the Beth Israel trustees asked him to

the Beth I state the new hospital.

Dr. Wilinsky was born in Warsaw in 1882, coming to America at the ago of 10, receiving his general and medica education in Baltimore and entering practice in Boston in 1905.

AMERICAN 1/25/30

srael hospital official, who will reume his former directorship of public health units in charge of thild hygiene for the city, will nake no radical changes, he said

Child hygiene work, established n Boston a few years ago by Dr. Wilinsky, has become increasingly important, he believes. It embraces the care of young children, educa-tion for the crippled, posture work, treatment of mental diseases, and correction of physical deformities.

Deputy health commissioner of this city, Dr. Wilinsky, retired to direct the new Beth Israel hospital. It is understood that his recent reappointment was accepted with the understanding he would not have to relinquish his hospital connection.

GLOBE 1/27/30 AM

WOMEN'S DEMOCRATIC LEAGUE TO HEAR CURLEY AT BANQUET



OFFICERS OF BOSTON WOMEN'S DEMOCRATIC LEAGUE Left to Right-Mrs Alice Lyons, Dorchester, president; Mrs Mary E. Gallagher, corresponding secretary.

Boston 150,000 Democratic," the Boston Women's Democratic League will have what Mrs Mary E. Gallagher, its secretary, declares will be "a monster banquet" at the new Boston Normal School, Longwood and Huntington avs. Wednesday evening. More than avs. Wednesday evening. More than 1000 tickets have been disposed of for the event. The only speaker will be Mayor Curley. Chairman Lawler of the city committee will be toasamaster.

In the recent Mayoralty campaign, the league supported Mayor Curley and conducted the women's headquarters in the Hotel Bellevue on Beacon st. Mrs Alice Lyons of Dorchester is presi-

"We want to keep Massachusetts Democratic," says Mrs Lyons, "and we can do it by putting the women to work and placing thousands of new

With the shiboleth "Help us make coston 150,000 Democratic," the Boston Women's Democratic League will ave what Mrs Mary E. Gallagher, its

election of a Governor and a Senator.
"If there was ever a campaign in which the women of Massachusetts ought to interest themselves, it is the coming contest for the election of a Senator and Governor. The Republi-can tariff has raised living costs all along the line. They are simply payalong the line. They are simply paying back their campaign debt to those who contributed to their campaign chest in 1928 and expect the plain people to settle by raising the tariff. The Democraty can win on the tariff issue alone.

"Democrats should stand back of Senator Walsh and support him in the great fight he has made for a fair tariff and elect a Democratic colleague to serve with him in Congress.

"City Affairs," official organ of the Good Government Association, renders Good Government Association, tenders somewhat grudging praise to Mayor Curley's inaugaral address and in particular to his idea of a "Greater Boston." In spite of its novelty Mayor Curley will probably not allow his head to be turned by praise from this source.

BOSTON PAYS HONOR TO ADMIRAL TU

Official Sees Chinese London Parley Succeed

Gives Him Government City Luncheon at Copley-Plaza

"The naval peace conference is a good thing for the Nations who are interested in it. I believe the London conference will be a success, as far as lightening the burdens of the taxpayers in the leading countries of the world," Admiral H. K. Tu, high Chinese Navy official, said yesterday at the Copley-Plaza.

"I am on the first lap of a tour of countries, inspecting the great Navies of the largest Powers, seeing the hest

and preparing for the enlargement of of the Chinese Navy.

"My tour started a month ago, and the United States was my first port of call. I plan to visit Germany, Italy and France before returning home.

of call. I plan to visit Germany, Italy and France before returning home.

"Why does China need a greatly increased Navy when oth." Powers are seeking to Imit the buildin.g of Navies, you ask. Well, our Navy is very small, in fact entirely too small. Then for many years we have done nothing to keep our Navy up to the times."

Admiral Tu was the guest of honor at a luncheon at the Copley-Plaza yesterday. The city of Boston was represented by J. Philip O'Connell, director of public celebrations for the city; Joseph A. Conry, Traffic Commissioner: Pres William G. Lynch of the City Council, Secretary Frank Howland of Mayor Curley's staff, Commander S. C. Whang of the Chinese Navy, Lieut Council, Secretary Frank Howland of Mayor Curley's staff, Commander S. C. Whang of the Chinese Navy, Lieut Commander Ching, K. C. Kao, secretary to the High Commissioner of China, and H. K. Tong, secretary to Admiral Tu.

"What do you think of the United States Navy now that you are about to conclude your visit and sail to Europe?" he was asked.

"The Navy of the United States embodies all that is new in improvements. I was especially impressed with the mechanical inventions as shown in the V-5 type submarine which is under construction at Mare Island.

"I am especially interested in your Naval aviation progress. I enjoyed a long ride in a Navy plane from the Philadelphia Naval Airport. Your submarines, your seaplanes, and your entire Navy embodies the best."

Urges Postoffice Site Left Vacant

"I think it would be a fine thing "I think it would be a fine thing for the city of Boston if the site from which the old postoffice was removed was left vacant," said George McAnony, head of the Regional Plan Association of New York during a visit to Mayor James M. Curley today at City Hall. "If that site remained vacant it would tremendously increase the value of all surrounding property, added McAneny, who is president of Ritz-Carlier Hotels Company and former president of the Borough of Manhauten.

BIGGERGIT

Citizens of Cambridge, Belmont and Arlington, Interviewed by Post---See No Good in Joining Boston---Cambridge Close

28 Favor Being Annexed

BELMONT SOLIDLY

Only 8 in Arlington No effort was made to get the openions of officeholders or others, who by virtue of their positions, might have a virtue of their positions, might have a Out of 36 Would Join City

various reasons.

34 in Poll Vote "No"- Boston. In Belmont no one favoring any form of merger could be found In Belmont no one favoring sored the plan. among 30 people who were interviewed in their homes. In Arlington the sentiment was overwhelmingly against any regarding the advantage of having the municipal affiliation with Boston. Here populations of Cambridge and the cities large city.

Dozens of citizens of these three mu-MONT SOLIDLY

nicipalities who were interviewed yesterday by Post reporters were either indifferent to the entire proposition or "had not given the matter a thought."

In an effect to the entire proposition or "had not given the matter a thought."

in an effort to get the sentiment toward a merger which exists in Cam-bridge, Arlington and Belmont, private citizens and householders were sought out by the Post reporters. No effort was made to get the opin-

large city with a population of 2,000,000 people. In each place the canvass was conducted in different districts to assure a representative registration of opinion for that municipality.

Cambridge Women Opposed

The majority of those citizens and taxpayers of Cambridge, Arlington to the first could have assurance that some form of local self government and Belmont, whose opinions were sought yesterday on the proposals to include their municipalities in one large metropolitan city, expressed their disapproval of the plans that they disapproval of the plans that have been put forward, for wide and their stought they would be assessed more.

Several Cambridge citizens were willing to have their city merged with Boston to for Boston he could see the choicest volumes being removed from the stacks and the library becoming just one more branch of the Eoston Public Library. One Arlington business man pointed walks sanded in the town, while Boston to property owners would pay less their disapproval of the plans that they always had their side walks sanded in the town, while Boston to Formath they always had their side walks sanded in the town, while Boston to Formath they always had their side walks sanded in the town, while Boston to Formath they always had their side walks sanded in the town, while Boston to Formath they always had their side walks sanded in the town, while Boston to Formath they always had their side walks sanded in the town, while Boston to Formath the first particularly attractive, and another claimed that they always and the library becoming just one more bornach of the Eoston Public Library. One Arlington business man pointed to the proposals to include their municipalities in one least formath they always had their side walks sanded in the town, while Boston to Formath the first particularly attractive, and another claimed that they always had their side walks sanded in the town, while Boston to Formath the first particularly attractive, and another claimed that they always had their side walks sanded in the town, while Boston to Formath the first particularly attractive, and another claimed the first particularly attractive, and another claimed the first particularly attractive, and another claimed the Several Cambridge citizens were willsessed more.
In general it was found that the

women in Cambridge were strongly in VERY FEW IN FAVOR
In Cambridge it was found that out of 62 residents of that city, 34 were it became a part of Boston. They cited against a merger of any sort, while 2 the long history of Cambridge as a city and a town, and said that they would have everything to lose and noth-

Variety of Views

Various views were also encountered. it was found that 28 people registered and towns in the metropolitan area their opinions against the project counted as one city. One business man while only eight could see any advantage in having Arlington a part of another saw some economic value to this proposition.

Many of those who expressed willingness to join in some form of a merger were utterly against any proposition which would rob Cambridge of the right to govern itself. The older residents of the city were found to be against a merger while many of the against a merger while many of the newer residents and many apartment house dwellers were not at all inter-ested in the subject or dismissed it briefly by saying they, thought it would be a good thing.

Many Anti Reasons in Arlington

In the adjoining town of Arlington it the adjoining town of Arlington it was found that many reasons existed in the minds of those who were against joining their population or resources to Boston's. One man stated that Arlington has a fine public library which was ton has a fine public library which was built up and maintained at considerable expense. If Arlington became a part of Boston he could see the choicest volumes being removed from the stacks and the library becoming just one more branch of the Boston Public Library. One Arlington business man pointed

particularly attractive, and another claimed that the fire department in the town afforded better protection than Boston obtained.

Younger Men for Merger

It was found that among those who favored a merger of Arlington and Boston were many young men, some of

hem obviously dissatisfied with the local government. They were for any sort of a change as long as it was a change. Others thought that the board of selectmen would give the city a better government than a mayor of one big city, even if they were given represen-tation in the legislative body. Here as in other places it was found that the wor en in the homes deferred expressing any opinions until their husbands had spoken on the project.

Find None in Favor in Belmont

A canvass of 30 homes in different sections of Belmont revealed no one who favored joining their town with Boston to help make up a metropolitan city. The general attitude in this suburb was "we are doing very well now, thank you." They pointed with pride to the growth of their town, 100 per cent increase in population during a 10-year. increase in population during a 10-year period, and they felt that they would get along much faster if they remained under a strictly local administration which was interested in the town's needs.

Some of the various opinions pressed yesterday by residents of Cambridge, Arlington and Belmont follow:

Divergent Views

Leo Glennon of 19 Inman street said: "I am entirely in favor of a Metropoli-tan Boston city as far as Cambridge is concerned because so many people who live in the University City make their living in Boston. A great advantage would result to the entire area if populations of all the cities and towns were counted together."

H. B. Severence of 59 Chestnut street said: "No I am not in favor of joining Cambridge to Boston. The tax rate in Cambridge to Boston. The tax rate in Cambridge is high enough, but I believe it would be larger if we were a part of Boston. Boston's tax rate has been jumping for the past 10 years."

F. W. Murray of 14 Ellery street, said: "I am in favor of the borough system of government for Greater Boston. I do not think that there would be any particular advantage in having the cities and towns joined together for population figures only.'

"Principle Is a Sound One"

Mrs. H. F. Owens of 56 Bolton street, said: "I do not see how Cambridge could reap any benefit by joining Bos-

Franz Peter Paffen of 55 Magazine street said: "The principle of the idea for a Greater Boston is a sound one. The finances of Boston could never be as bad as they are in Cambridge at present time. A merger of the cities and towns in the metropolitan district would increase the buying power of the bigger city and help to strengthen the community in every way."

Leth Loder of 32A Mount Pleasant treet said: "The Greater Boston consolidation is a fine idea. In some respects it resembles the chain store system, a central unit with branches outlying district, all working together.

Against Loss of Identity as City

Mrs. Amy L. Gowey of 96 Henry street said: "I have never favored Cambridge losing its identity by becoming linked up with Boston. It would be too bad to have the history and heritage of a city like Cambridge lost by becoming a part of Boston."

Mrs. J. B. Millet of 88 Garden street

Mrs. J. B. Millet of 88 Garden street said: "It would be better for Cambridge as a city to remain as it is at present."

John W. Slattery of 160 Yassal lane said: "I believe that the taxes generally would be lower if Cambridge bearily would be some if Cambridge bearily would be some if Cambridge bearing the said: "I believe that the same said: "I believe the said: "I believe the said: "I believe the comes a part of Boston. The people would get more for the money they are now paying into their local municipal treasuries.

treasuries.

Eugene Mullar of 1530 Cambridge street said: "It would be a good idea if Cambridge could retain the street to govern itself."

J. R. Taylor of 37 Lee street said: "Semething along the lines of a large

city suggested by Mayor Curley should be worked out. I prefer the New York borough system and would like to see it adopted here. Cities and towns within a radius of 15 miles of Boston should be included."

Absolutely Opposed

Mrs. Clarissa Anderson of 10 Dana street said: "We can get along very well by ourselves. Harvard University of course is something of a burden to Cambridge because of its tax exempt property. Yet this educational institutlon is an asset to the city because it

tion is an asset to the city because it helps to keep up property values in some sections of the city."

Austin Faunce of 153 Auburn street, said: "I am not in favor of annexing Cambridge to Boston. We can get along better as an individual city and I cannot see what advantage it would I cannot see what advantage it would be to us to be residents of a blg city instead of a smaller one."

Robert Walsh of 6 Magee street, said: "Cambridge is a pretty big city by itself. We have one of the biggest industrial cities in the State and our population is already up around 150,000. We would be better off to grow by ourselves.

Divided in Sentiment

Thomas Meade of 10 Dana street, said: "The proposition to make one large city is an excellent plan. It would be a forward-looking step and help out business for all the cities and

Fred C. Riley of 115 Kinnaird street said: "If Cambridge is annexed to Boston it would be a hard blow to the people who are employed by the city. The work would be let out to Boston contractors and the Cambridge citi-

would be left out in the cold. s. John Howard of 77 Hanco Mrs. John Howard of 77 Hancock treet said: "Yes, I would like to see street said: street said. 'Yes, I would not be so one big city instead of a number of smaller ones. I formerly lived it New York and it is a more united cly than Greater Boston has ever been. The restant is municipal affective to the standard of the s idents are interested in municipal fairs to a much greater degree than they are in Boston. It would be better all around."

John A. Whipple of 1124 Massachu-setts avenue said: "I think that the proposal is a fine scheme. The people of the metropolitan district should unite to put it over."

Can See No Advantage in Plan

J. Phillip Barry of Antrim street said: "The people who were born and brought up in Cambridge would sin-cerely regret to have it become a part of Boston. We are proud of our city and want it to be continued under its own control."

Mrs. D. A. Harrington of 1010 Massachusetts a enue said: "Off hand I can-not see any possible advantage to Cambridge in becoming a part of one

large central city."

Joseph Lynch of 2 Follon place said: "If we go into Boston we will lose our

individuality and Cambridge will be just one more ward of Boston."

A. F. Thorp of 203 Franklin street said: "Cambridge is better off by itself. I am entirely satisfied with the way things are managed here, except the tax rate and I do not see how this condition could be improved by an-nexing Cambridge to Boston."

Opposition in Belmont

The residents of Belmont, who expressed opinions on having their town become a part of Boston, said that they found that none of their friends or neighbors were in favor of the project. They cited their municipal government and the growth of their town as reasons why they preferred to have their municipality continue under its own government. Some of the com-ments of the Belmont residents given

ments of the Belmont residents given to a Post reporter yesterday follow: John Duffy of 12 Springfield street sald: "The town of Belmont has a good town government and I cannot see

now the affairs of the city would be improved by annexation to Boston." William N. Lee of 219 Belmont street said: "The town of Belmont has increased its population 100 per cent in the past 10 years. I think that the town will progress better under a separate government. Annexation would surely mean a higher tax rate for Belment. This is a growing town and mont. This is a growing town and under its own government it will develop better than if it was a part of a large city."

Can See No Possible Benefit

A. Thompson of 454 Common street, "I cannot see how Belmont would henefit by becoming a part of an en-larged Boston. The town now enjoys good police and fire departments and I do not believe they would be as efficient as they now are if they were under the supervision of some general superior officer who had no particular interest in Belmont."

Miss Pauline Servelo of 124 Belmont street said: "It would be better for the town of Belmont to retain its own local government. Anything in the way of a merger that would make Belmont just a part of a big city would not work out as well as the system we are now enjoying.

Arlington Says "No"

Daniel F. Ahearn of 20 Alton street, Arlington, Boston business man, said: "I believe Arlington sentiment as a whole is against annexation by Boston. The preference of Arlington citizens as a whole for the present form of government is proved at every election when they vote to retain the town form of government. Personally, as a man with business interests in Boston, I would like to see a Greater Boston, but that is something that must be worked out in years to come. Fil say one thing for Arlington, they sand the streets out here and that's more than they do Boston.

Mrs. Daniel F. Ahearn said: "I agree absolutely with my husband."

A. O. Sprague of 33 Russell street, Arlington, said "This talk of Boston annexing Arlington is nonsense. Arlington in the said of t ington might annex Boston, but it doesn't need Boston. Arlington is the best town on earth."

best fown on earth.

Joseph Mahoney of 1267 Hillside avenue, Arlington Heights, said: "Having Arlington annexed by Boston would be a good proposition in every way.

Malcolm Potter of 46 Orient avenue. Arlington Heights, said: "Certainly not! I'd rather see a city government than our present town government, but I'd rather have the selectmen than Jim Curley."

Joseph Skhan of 11 Johnson road, Arlington, said: "I approve of the Greater Boston idea providing the towns get

proper representation."

Jack Kenney of 112 Medford street,
Arlington, said: "The streets in Boston haven't been straightened out yet. and its street car service is the worst in the country, but I admire the admin-istration of justice in Boston."

John Potter of 15 Medford street, Ar-lington, said: "I am for a bigger Boston, absolutely. I want no selectmen."

EAST BOSTON FREE ROESS 1/18/30

BRIDGE OR TUNNE

Mayor Curley Sends Committee To Washington To Ask War Department About Height Of Bridge Over The Harbor—Matter Will Be Discussed At Another Conference

traffic bridge over the harbor from Faneuil Hall square to Chelsea and Porter streets, East Boston, forged to the front yesterday, sending into partial eclipse the proposed \$16,000,000 tunnel at a conference of tunnel experts called by Mayor Curley at City

The bridge proposal was presented to the conference by Everett E. Stone, member of the State Public Utilities Commission and the Metropolitan Planning Division, who estimated that a four-lane bridge with two rapid transit tracks might be built at the cost of

the two-lane tunnel. As the cost of the bridge would be determined by the height which would be required by the War Department so that the structure would not interfere with battleships entering and leaving the Charlestown Navy Yard, the Transit Commission with Henry I. Harriman and Mr. Stone planned to leave immediately for Washington to

bring back the facts. If the War Department orders that the bridge must stretch 200 feet above mean high water in the harbor, then the bridge plan will be thrown out the window and Mayor Curley will go ahead with plans for a tunnel. For to reach that height with a convenient grade, the approaches to the bridge would have to be too long, costing too

Mayor for Bridge, Conditionally Expressing a deep disregard for the land speculators who planned to make a big profit at the expense of the city, Mayor Curley announced that he was inclined to favor the bridge if the Boston terminal could be placed on city-

owned land in the market district.

This would wipe out the Faneuil Hall and Quincy markets, where the operators of the stalls have demanded a sharp reduction in rents paid to the city, claiming that since the advent of the chain stores in every neighborhood of the city, the market has not been what it ought to have been. Property owners in the market district have protested to the Mayor that they would sell their property at half the assessed value in appealing for reductions of from 50 to w per cent of the betterment assessments levied to pay for the wideping of Dock square.

the widering of Bock square.

Ter Experts Favor Tunnel

Charman Frederic H. Fay of the
City Planning Board and Chief EngiCity Planning Board and Chief EngiCity Planning Roard and Chief Engineer Ernest R. Springer of the Boston Transit Department read off the list of long bridges which have been built of long bridges which have been built mission; Chairman William P. Long in recent years and declared that they of the Park Commission and William have been eminently successful in pay- J. McDonald.

Plans for the construction of a ing for themselves through tolls, in many cases in much shorter periods than was anticipated.

On a show of hands, 10 of the experts continued to favor the tunnel, while Commissioner Stone, with Finance Commissioners Courtenay Guild and Judge Joseph A. Sheehan, lent their plans to the bridge proposal.

Mr. Harriman, among others, stated that there was much to be said in favor of a bridge, but he reserved his voto as did several more experts, insisting that the entire matter should be given further study.

Mayor Eager for Fast Action

The Mayor pointed out that he did not want to seem to be holding up the proposed tunnel and announced that he was anxious to start the construction of some form of connection between East Boston and the mainland, which he said would benefit the north shore more than the city.

Mr. Harriman suggested that figures could be obtained from the War Department within a month which would determine the cost of a proposed bridge, but Chairman Frank A. Goodwin of the Finance Commission and Colonel Thomas F. Sullivan, chairman of the Transit Commission, indicated that the opinion of the War Department could be learned in 48 hours by visit to Washington.

For this reason, the Mayor requested the members of the Transit Commission, with Mr. Harriman and Mr. Stone, to leave for Washington today and report back to him without delay. If the height ordered by the War Department should make the cost of the bridge prohibitive, then the city will decide finally on the tunnel.

Among Those Present Among members of yesterday's conference who were invited to return for a second meeting after the bridge costs are reported back by the Washington delegation were Colonel Sullivan, Nathan A. Heller and James B. Noyes with Chief Engineer Springer of the transit department; President Henry I. Harriman of the Chamber of Commerce, Commisioner Stone of the Metropolitan planning division, General Hale of the State public works department, Joseph A. Rourke, recently appointed city public works commissioner; Chairman Fay, Robert Whidden, Edward H. Hoyt and Secretary Elizabeth M. Herlihy of the City Planning Board; Chairman Frank A. Goodwin, Judge Joseph A. Sheehan and Courtenay Guild of the Finance Com-mission; Chairman William P. Long

POLITICAL SPARKS

Mayor Curley is busy!

Watch Boston business grow and expand.

Representative Barker filed a bill in the Legislature Wednesday seeking to have the salaries of firemen and po-lice, who meet death in the line of duty, continued to their dependents.

About forty of the Democratic members of the Massachusetts Legislature had luncheon Thursday at the Boston City Club. Senator Robert E. Bigney of Boston presided. The meeting was informal and was held chiefly to entire the meeting the meeting to entire the meeting the meetin able the members to become better acquainted.

The municipal borrowing capacity for the current year is \$5,738,545, according to a report filed with Mayor Curley by the sinking fund commission, the city auditor and the city reasurer. The debt incurring power the city without special outhorize of the city, without special authorization by the legislature is \$300,000 less than in 1929. During the last year of the Nichols' administration, the borrowing capacity of the city was not exhausted and a balance of \$830,000 remained at the start of the Curley administration.

Mayor Curley sent the Hon. Joseph A. Conry to Washington to secure the approval of the Navy Department to the transfer of Governor's Island to the City of Boston for development aviation purposes. Mr. Conry called on the officials accompanied by Congressmen Douglass and McCor-mack, and represented Mayor Curley as willing to give his official approval of the expenditure of \$1,000,000 for aerial development if the transfer of the Island was authorized. The Navy while sympathetic obliged to defer action until Secretary Adams returns from the London conference which will be some time in March.

TRANSCRIPT /27/30 COLL MONITOR //27/30
Professor Beale sais Wednesday from MAYOR CURLEY

land at Naples, and after a short European vacation, will go to England, re-

turning to Boston about March 20.
Others serving on Mayor Curley's committee to develop a plan for a Greater Boston program are Professor Carroll W. Doten of the Massachusetts Institute of Technology, acting chairman; Professor William B. Munro, head of the Government department at Harvard University; Leroy D. Peavey and F. Gardener Perry of the Babson Institute; William J. Barrett, statistician, and Marsh G. Bennett.

Mr. Barrett is chairman of the subcommittee on social and economic considerations, while Mr. Bennett was appointed chairman of the sub-committee which will study the problems of the towns and cities in the metropolitan area. A committee on publicity will be made up of the editors of newspapers within the metropolitan district.

TRAVELER /27/20 ALLEN, CURLEY, TO ATTEND A. L. FETE

The committee in charge of the annual get-together banquet of the Massachusetts department of the American Legion, which is to be the reception to O. L. Bodenhamer, national commander, reports that Gov. Allen and Mayor Curley have accepted an invitation to be present. Both are scheduled as speakers.

The other guests will include the The other guests will include the commanding general of the First Corps area, the commandant of the Boston navy yard, legion department commanders of other states and the President, Miss Anna M. Manion of the legion auxiliary for Massachusetts. A past commander's jewel will be presented to Dr. William H. Griffin, who headed the department last year. Dept. Comdr. John J. O'Connell and National Comdr. Bodenhamer will each give an address.

CURLEY CALLS ON GOV. ALLEN

Hub Mayor Seeks Early Agreement on Charles River Basin Plan

Mayor Curley, on other business at the State House, unexpectedly made a call upon Cov. Allen today to discuss certain things connected with improvements in the Charles River basin as authorized by the last Legislature.

The mayor was accompanied by City Auditor Carven and State Senator Ward. The mayor asked the Governor to call a conference to be attended by Boston park department officials, state department of public works, the mayor and others to iron out a few minor points, such as the proposal of the city to swap with the state certain parcels of land. The mayor said he was desirous of having certain improvements made before "Boston day" of the tercentenary celebration, which is to be observed some time in September.

SUPPORTER OF **OLD AGE PENSION**

Financing of Scheme to Be Arranged For by Increasing Gasoline Tax

Old age pensions to relieve present unemployment and to offset the effects of such conditions in the future were urged by Mayor Curley before the municipal finance committee today.

The Mayor outlined a possible means of arriving at accumulation of funds to finance old age pensions. He suggested the raising of the gasoline tax for automobilists from two cents to three cents, the increase of one cent to be set aside in whole or in part for a fund to relieve "these distressing conditions."

Mr. Curley estimated that if one half of the additional cent were set aside for a period of say 25 years, millions would be accumulated to handle the old age pension question in the future. The Mayor insisted that he would prefer to have old age pensions handled as a federal proposition but, adding that the passage of a federal pension program seemed improbable, he urged the State to take it over. The municipality, he said, should not continue to meet the financial problem arising through unemployment.

Discussing unemployment conditions in Massachusetts, the Mayor said that "people are flocking to this State even from Nova Scotia looking for work." Last week he studied figures pertaining to expenditures for public welfare in Boston. He found that in 1925 \$1,500,000 had been expended for this work. In the next year the expenditure was \$1,750,000, but in 1929 it had jumped to \$2,240,-000. More striking than this, the Mayor said, was the fact that relief is not given as exclusively as previ-ously of people of extreme old age, but is given to people just over 45 out of employment. He said that last week 600 men reported every day seeking an opportunity to saw wood to get food. He cited the fact that industrial leaders had promised President Hoover to keep employment going as far as possible, but said they necessarily were having difficulty in keying up their ma-

Boston, the Mayor said, was planning many public projects to give work, but he declared that owing to necessity of advertising, this work could not be started much before Feb. 25 and that it might be spring before the work actually started.

Stating that the Boston Elevated, the New Haven, the Boston & Maine, Standard Oil Company and other large employers of labor were not taking men over 50, he said that some definite means of relief must be taken.

GOODWIN SEES TUNNEL PLOT

Fin Com Head Attacks Proposed Amendment to El Bill

A proposed amendment to the El bill which would create a metropolitan transit department of five was assailed by Frank A. Goodwin, chairman of the Boston Finance Commission, at the

State House today.

Goodwin, at a hearing before the legislative committee on metropolitan affairs, charged the bill "is an attempt to take away from the Boston transit department the power to build the East Boston tunnel" and it was introduced "in order to see that the tunnel is built where the original plans called for its where the original plans called for its being built."

BACON DEFENDS BILL

Gaspar G. Bacon, president of the Senate, is the author of the bill. President Bacon argued that under last year's measure the transfer of title to the existing subways was tied up with the creation of the new commission. He said his bill called for a new transit commission of five.

Chairman Goodwin declared, "There is no question that this is a Harriman-Bottomley bill, and although it may bring about the purposes pointed out by the senator the important thing is that it is an attempt to take away from the Boston transit department the power to build the East Boston tunnel. "There is no question that that is the

real purpose of the bill. I don't helieve we should waste much time on it, be-cause it is ridiculous to think of passing it at this time.

STILL HOLDING BAG

"Some years ago Harriman favored loop highway. Because a certain a loop highway. Because a certain group of real estate men were sure it would go through, they purchased a lot of land along where the road was to be built. This didn't go through, and they were left holding that bag. When he has the last Roston tunnel caree along it do Were left holding that bag. When the East Boston tunnel came along, it developed that the Boston terminal would take most of this land and a lot more to have more land.

"Later the site was changed and this bill was introduced to see that the tunnel is built where the original plans

tunnel is built where the original plans called for its being built.

"This bill would turn over to a new department of five the power to construct all new subways and extensions and that five were chosen because it would give Harriman a better chance to control that commission.

SAYS BOSTON SHOULD BUILD

Goodwin averred that if a new commission is established after May 1 it would have no work to do other that the East Boston tunnel. "What is the nurry?" he asked. "Why this undue haste? The answer is the East Boston tunnel.

haste? The answer is the East Boston tunnel.

"The finance commission is opposed to the amendment because the city is paying for the construction of the tunnel. It is separate from other transportation facilities and Boston should build it. The present commission has a high reputation throughout the country and has never been criticized."

TRAVELER 1/27/3. Leaders Confer on Tercentenary Program



Officials of the tercentenary celebration who met with others at the Gardner auditorium in the State House today. Left to right, Frank D. Neil, chairman of the Medford tercentenary committee and member of the executive committee; Prof. Joseph H. Beale of Harvard, chairman of the Massachuset's tercentenary conference, and John C. Clair, chairman of the Waltham committee.

Gev. Allen, Mayor Curley and Chairman Parker Are Among Speakers—Effort Made to Synchronize State-Wide Plans for Celebration

Chairmen and delegates from cities; and towns in Massachusetts that have local committees arranging for the celebration of the state-wide tercentenary of the founding of the Massachusetts Bay colony gathered in Boston today to submit reports of their progress in arranging celeorations, exhibits and visits to historical sites.

CURLEY AND ALLEN SPEAK

CURLEY AND ALLEN SPEAK

A morning meeting, with about 40 in attendance, was held in the Gardiner auditorium at the State House. Mayor Jurley, 9t a luncheon for the delegates at the Parker House, told of Boston's plans for the celebration.

At an afternoon meeting at 2:30 in the Gardiner auditorium, Gov. Allen delivered the opening address; Herbert Parker, chairman of the state commission, told of the plans for participation of the commonwealth; John J. Walsh, acting president of Tercentenary, Inc., described the activities of the general citizens' committee, and Mrs. Stephen P. Hurd, state regent of the D. A. R., told of the work of that organization in co-operating in the collabration.

Prof. Juseph H. Beale of Harvard University, chairman of the conference, presided at the sessions and this afternoon was to deliver the closing address and summary.

IMAGINARY TOUR

Conducting the morning session, fol-lowing his opening address, Prof. Beale led the audience on an imaginary tour of historic cities and towns and called on the representative from each to tell of its plans for the celebration. When it was found that some place was not represented at the meeting Prof. Beale called upon the executive secretary, Everett B. Mero, to give the informa-

Prof. Beale in his morning address, after remarking that this was the first meeting of the conference since that in Pittsfield in October, said:

that in Pittsfield in October, said:
"We have been trying to compile a list of 300 attractions for visitors throughout the state. They have not sent in their lists as rapidly as could be wished, but we have a very good list. We have been planning with towns throughout the state so that visitors can in two weeks see everything in the state ready to be presented.

TRANSIT LINES BACK PLANS

We have consulted with rail, bus and steamship lines, and they have pledged all the help they can give in getting visitors to the various points of attraction. We have been compiling dates of celebrations and plans for them in each city and town city and town.

"We have passed on the vote of the Pittsfield conference that each city and town should get busy beautifying and marking places of interest. We have been stimulating cities and towns to invite their namesake towns in England and other countries to send representatives. We have also been stimulating essays by school children and have gone further with plans for synchronizing state-wide events. We made a good deal of noise throughout the state on Jan. 1 ushering in tercentenary year with the ringing of bells.

"We are in touch with the Massachu-

with the ringing of bells.

"We are in touch with the Massachusetts Old Home Weck Association and have tried to find out what will interest persons from outside the state. We have suggested a battle of Lexington or Concord bridge, something which would be more acceptable to visitors than anything else we could offer. We are a joint agency for local committees."

CHAMPIONS CHELSEA

Among those reporting on city and town programs were John C. Clair, chairman of the Waltham committee; Frank D. Neill, chairman of the Med-

Frank D. Neill, chairman of the Medford committee, and Representative Francis X. Tyrrell of Chelsea, chairman of the Chelsea committee.

The last named stirred general applause by a defence of Chelsea against charges that it is "the home of bootleggers" and emphasized that Chelsea is a city with as great attractions for the visitor as those of any other place in the commonwealth.

the visitor as those of any other place in the commonwealth.

He revealed that Chelsea had, not imitations and reproductions, but originals, to show visitors in historic buildings, among them an original tidewater grist mill, the old Gerrish hall, where Abraham Lincoln spoke in 1848; the old Bellingham mansion, now known as the Carey House, which was headquarters for George Washington, and the old Town House. Town House.

CHELSEA 306 YEARS OLD

CHELSEA 306 YEARS OLD

He referred to the batile of Chelsea
Creek on May 27, 1775, and called attention to the fact that that was a
victory for the Continental; whereas
the battle of Bunker Hill the next
month was a defeat. Gen. Israel Putnam, he said, won a medal for valor,
not because of the battle of Bunker Hill,
but because of the battle of Chelsea
Creek, which, he asserted, was the first
instance of trench fighting.

Creek, which, he asserted, was the first instance of trench fighting.

He apologized for taking more time than the other delegates, with the plea, "This is the only chance I've had to give you Chelsea," In conclusion he pointed with pride to the fact that this is not the 300th anniversary year of Chelsea, but that the city was settled in 1824 and had her celepration. tled in 1624 and had her celebration

six years ago,

TRAVELER /27/30

MAYOR GOES TO STATE HOUSE TO PLEAD FOR AGED

Gites Unemployment and Growing Tendency of Employers to Refuse to Hire Men Who Have Passed 45th Birthday—Declares Fixed Tax Limit Retards Municipal Projects Designed to Provide Work for Needy

Increase of the state gasoline tax from 2 cents to 3 cents a gallon so as to provide for a system of old age pensions to relieve "distressing conditions of unemployment" was advocated today by Mayor James M. Curley of Boston.

His unexpected and far-reaching statement was made before the legislative committee con municipal finance at a public hearing in the State House.

FLAT-FOOTEDLY FOR PENSIONS FLAT-FOOTEDLY FOR PENSIONS

The hearing was on bill of the Mayor and Senator John P. Buckley of Charlestown to allow the city to set its own tax limit, instead of having the limit set by the Legislature each year. After speaking briefly on the bills before the committee and saying it was a demeaning process for a mayor to have to take his hat in his hand and come to the Legislature on the tax limit, the mayor launched into a graphic picture of unemployment conditions in limit, the mayor launched into a graphic picture of unemployment conditions in Boston. He came out flatfootedly for old-age pensions, to relieve the unemployment "which must be ever ingreasing in the future because of the unimplement of industrial leaders to employ men over 45 years of age."

He estimated that if one-half of the additional revenue, derived from an in-

He estimated that if one-half of the additional revenue, derived from an increase of a cent in the gasoline tax, were set aside for 25 years, millions of were set aside for 25 years, minions of dollars would accumulate to handle the

old age pension question in the future.

If the whole cent were set aside the accumulation would of course be much afeater. The mayor insisted that' the old age pension problem, whether it is called socialism or not must be faced called socialism or not, must be faced in a statesmanlike manner. He would prefer to have old age pensions handled as a federal proposition, but prefer to have old age pensions handled as a federal proposition, but frankly admitting that the passage of a federal old age pension program seemed improbable and so he urged the state to take it over. Of one thing he was sure. The municipality should not continue to meet the financial problem arising through unemployment.

DISCUSSES UNEMPLOYMENT

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DISCUSSES UNEMPLOYMENT

Discussing unemployment conditions in Massachusetts, he said that "people were flocking to this state even from Nova Scotia looking for work," and that the tendency of the smaller places in the tendency of the smaller places in the declared that last week he studied figures pertaining to expenditures for public welfare in the city of Boston. He found that in 1225 \$1,500,000 had been expended for this work. In the next year the expenditure was \$1,750,000 Dut in 1929 it had jumped to \$2,240,000. More striking than this, the mayor said, was the fact that relief is not given as exclusively as previously to persons of extreme old age but is given to persons just over 45 out of employment. He said that last week 600 men reported every day seeking an opportunity to saw wood to get food to keep themselves and their dependents alive. He cited the fact that industrial leaders had promised President Hoover to keep employment going as far as possible, but said they necessarily were having difficulty in keying up their machinery. The city of Boston, said the mayor, was planning many public projects to give work, but declared that, owing to necessities of advertising, etc., this work could not be started much before Feb. 25, and that it might be spring before the work actually got under way. He claimed that the preseent stavute fixing the tax limit interfered with the fixation of a program by the city, and this tended to slow up the program of providing work for those out of employment.

RELIEF MUST BE FOUND

Stating that the Boston Elevated, the New Haven, the Boston Maine, Standard Oli Company and other large

employers of labor were not taking men over 50, he said that some definite means of relief must be taken. He claimed that all crime waves and sick of unemployment, and stated that, if of work, suicide increased, and the public must be willing to adjust itself to the perpetration of crime. "People" he said, "must be willing to pay either in money or blood."

Touching more specificalle on the tax mayor said that department estimates \$3,900,000 ever actual expenditures of last year. Curley felt that he might decrease this increase by 50 per cent.

s3.900.000 ever actual expenditures of last year. Curley felt that he might decrease this increase by 50 per cent. He would like to decreat it, he said, 75 per cent., but this seemed hardly possible.

Mayor Curley was asked whether he thought the removal of the present municipal tax limit regulation would municipal tax limit regulation would make it possible for a mayor to have a budget ready by the last of January. Curley said this would be possible in all years excepting the year in which a inayor was elected. In that year, he said, too short a time would be allowed to prepare the budget, as the incoming mayor was busy removing Republicans mayor was busy removing Republicans from office and making his own appointments. This was greeted with laughter both by the committee and Curley

Curiey.

The mayor was asked how the finance commission stood on his tax limit proposed and he said he did not know. He declared that his relations with the finance commission were very pleasant and that if there was a break in these pleasant relations it would not be due to him.

ROSLINDALE TRADE BOARD TO BANQUET

The fourth annual banquet of the Roslindale board of trade is to be held in the municipal building, Roslindale square, Wednesday evening.

The speaker will be William H. O'Brien, director of the telephone and telegraph division, department of public

Invited guests are: Gov.

Invited guests are: Gov. Frank G. Allen, Mayor James M. Curley, Congressman George Holden Tinkham, President Gaspar G. Bacon the state Senate, and others.

The committee includes James F. Finder, Finder, Finder, G. B. G. Anderson, B. Fitzpatrick, Joseph G. Anderson, H. Storer, William Newman, James Paul, Arthur O'Neil, Peter Rutherford, Henry Schuhmacher, and Nelson Smith, Susan Woll, Winfred Kelley, Mary-Healy.

GLOBE /27/30 PM

AT ODDS ABOUT SITE OF FIRST GRIST MILL

Delegates From Three Tercentenary Committees Claim Honor For Their Municipality

Chairmen and delegates from cities and towns which have locr' committees for the State Tercentenary ob-servance this year, met in the Gard-ner Auditorium at the State House today, in several sessions, under the di-rection of the tercentenary conference of city and town committees, an organization of the general tercentenary movement, designed to act r a clear-ing house for the exchange of ideas and the coordination of activities of

the participating cities and towns.

Prof Joseph H. Beale, acting dean of
Harvard Law School and president of the tercentenary conference of city and town committees, presided. During the forenoon session the delegates were During conducted on an imaginary tour of some of the historic routes the conference committee has mapped out for the convenience of visitors to Massachusetts.

As a town or city on the routes was called by the secretary, a chairman or a delegate from that city or town rose and stated how the deal

plans were progressing.
In more than one instance local pride in what their communities have to offer in historic riches got the better of the speakers, so that at one stage of the meeting three municipalities, Arlington, Chelsea and Revere, were claiming the site of the first grist mill in the Bay Colony.

Reproduction of Battle

One of the objects of the tercentenary conference is to compile a list of local programs throughout the State, so that visitors may be told at once how to get about the State conveniently, and what should be seen. Prof Beale said that the transportation companies were cooperating in this matter.

Speaking of markers on places of historic interest, Prof Beale called attention to a particular kind that he though advisable to use, since it can be seen plainly from an automobile, but when he added, "an automobile proceeding at moderate speed," the audience smiled broadly.

"We have tried to find out what things will interest visitors outside of the State most," said Prof Beale. "We learn from the hotel men and tourist agencies in this city that Lexington and Concord stand out in the minds of the visitor, hence a reproduction of the visitor, hence a reproduction of the Battle of Lexington would be of great interest to those who come from outside our State."

Prof Beale stressed the fact that the tercentenary conference is not a planning body and is not to take the place of local committees, but that it is an of local committees, but that it is an organization acting as a clearing house, to pass on ideas and to coordinate plans for exhibits and special attractions. Some of the towns and cities are planning a special exhibit, a pageant or the reproduction of an outstanding historic event to be held. pageant or the reproduction of an outstanding historic event to be held on a particular day every week during the observance. If these special events were all to be held on the same day in the week, it would lessen the effectiveness of the whole celebration.

Following Prof Beale's preliminary remarks, he proceeded to the imaginary tours of some of the historic routes. He started from Boston, and assumed that the visitors from outside the State arrived here on a Saturday

night.
Sunday morning would be devoted to church going. This to be followed by a harbor trip to Salem to view historic buildings, and lunch at Salem Willows. Then a trip across the bay to Nantasket.

Monday would be devoted to all-day sightseeing in this city and its immediate suburbs. Tuesday morning there would be a bus touring Arlington. The delegate from Arlington then outlined delegate from Arlington then outlined the plans under way there, including a pageant, "Through the Centuries," by the Arlington Woman's Club on Feb 20; Charter Day, March 4, with Gov Tobey of New Hampshire as an attraction; special exercises on April 19, a program by the Arlington Historical Society on April 29, civic and patriotic meeting June 1, band concerts June 4 and a grand musical pageant, depicting musical development in the past 300 years, on June 8 ment in the past 300 years, on June 8

Belmont, Concord, Waltham

From Arlington to Belmont, where the delegate stated the town is planning the reproduction of a typical town meeting by the Dramatic Society, a civic parade and other interesting events. Belmont to Lexington, where, it was announced, unsual events were to take place.

From Lexington to Concord, where the delegate seemed confident that the

From Lexington to Concord, where the delegate seemed confident that the town can produce "many interesting things," including the battle at the bridge. The delegate stated, emphatiscally, however, that if the battle is reproduced, it will be later in the season than April 19. "We had a snow storm when we last reproduced this event in history," said the delegate. The next stop would be Waltham, which the delegate claimed was the

The next stop would be Waltham, which the delegate claimed was the first city to recognize the Tercentenary, on Feb 28, 1928. Waltham has been active ever since, said the delegate. Waltham plans a great mass meting on Feb 18; a musical convention of 4000 eventions. tion of 4000 musicians on May 17; a water carnival on June 24, and nu-merous other events, besides the places of historic interest which will be open to visitors.

Sudbury, Somerville, Medford

Then on to Sudbury for lunch at the Then on to Sudbury for lunch at the Wayside Inn, where it was stated the State Commission is planning to reproduce an old Indian block house. The Henry Ford collection, it was said, contains all the "fixings of an old New England village."

Therea, back through Waltham and

England village."

Thence, back thruogh Waltham and Watertown, for which town the delegate outlined preparations for the opening of historic houses and the planning of other events of importance.

Wednesday, the tour would lead the visitors to Cambridge, to visit M. I.

T. and Harvard and the numerous places of historic interest. It was stated that prospects of a great pag-eant in the Stadium, which had been talked of, are not as bright as they were, but still there is hope that the pageant will be staged.

After that, Somerville and Prospect Hill, where the first American flag was flown, where the first monument to soldiers of the Civil War was erected and where Miles Standish once trod.

and where Miles Standish once trod.

Next in the line of tour would be Medford, where famous historic houses still stand, one built by ship's carpenters and the other of brick brought from England. Also the Craddock Bridge, the first toll bridge, it was stated, and the only way by which folks could get to Boston in the early days.

The First Parish in Medford is plan-ning an old-fashioned Sunday church meeting, but the delegate hastened to add that the original sermon, to be preached on this occasion, would not be given in full. "It's too long," said the delegate. School exercises on the delegate. School exercises on March 4. with prize awards for historical essays, a parade on April 19, and a great pageant the latter part of June and early in July on the Brooks estate in West Medford, which will accommodate 10,000 and the free parking of 5500 cars, were other features annumed. nounced.

Chelsea Claims Grist Mill

Malden, the delegate said, would have a continuous round of events and

exhibits and a civic parade.

Thursday, the historic tour would lead the visitors along the North Shore. Chelsea was the first place heard from.
Francis X. Tirrell, formerly of the
Massachusetts Finance Commission,
told of Chelsea's plans.
The Arlington delegate had said the

The Arlington delegate had said the first grist mill would be reproduced in his town. Mr Tirrell said Chelsea actually had the original grist mill, still standing and still in operation on Chesea Creek. Maj Gen Israel Putnam, he said, won his high rank, not for his valor at Bunker Hill, but for his valor at the Battle of Chelsea. Creek. He then told the story of how Creek. He then told the story of how Preston signaled to Dinna to cut off the Provincials and how the Provincials turned the tables.

He mentioned also o'd Gerrish Hall, where "Mr Lincoln of Illinois" spoke whe he came here to address the Whig convention at Worcester. He gave an imposing list cf places to be seen in Chelsea.

Says Door in Revere

Then followed reports from Everect. which rather timidly explained that she was "too new" to compete historically with her sister cities and towns; Revere. whose delegate explained that when she broke away from Chelsea she carried all of the first things with her and that as far as the old grist mill was concerned, the door was in Revere and it had to be reached by water from Chelsea. Winthrop, Lynn, Swampscott, Marblehead, Beverly, Gloucester, Rockport, Ipswich, Rowley and Newburyport were touched on the tour, and in each case a delegate pointed out what was to be found there by visitors during the tercentenary celebration.

Following recess at noon the conference adjourned to the Parker House for luncheon and also to hear here an address by Mayor Curley on the part the city of Boston expects to play in the observance.

The afternoon session in Gardiner

The afternoon session in Gardiner Auditorium was devoted to a general discussion and a aummary of the day's

Curley in Warm Appeal for Old-Age Pensioning

Says It Would Ease Unemployment-Asks Gasolene Tax **Boost to Meet Problem**

Old-age pensions "to relieve both present unemployment and unemployment which must ever be increasing because of the unwillingness of industrial leaders to employ men over forty-five years of age" were vigorously urged today by Mayor Curley of Boston, who suddenly abandoned argument for his tax-limit bill on which he appeared before the legislative committee on municipal

The mayor declared that, like other executives of cities, he had to take his hat in hand and come before the Legislature for the passage of the measure to remove State restrictions in establishing a 'ax limit in the city of Boston and he branded the necessity as a "demeaning

Swerving from his remarks in support of relief from state restrictions, the mayor declared that a possible means of arriving at accumulation of funds to finance old-age pensions was the raising of the gasoline tax for automobiling from two to three cents, the increase of one cent to be set aside in whole or in part for a fund to relieve distressing condi-

He estimated that if one-half of the additional cent were set aside for a period of twenty-five years, millions would be accumulated to handle the old-age pension question and if the whole cent were set aside the accumulation would of course be much greater. He insisted that the old-age pension problem, whether it is called socialism or not, must be faced in a statesmanlike manner. While he said he preferred to have the problem handled as a Federal proposition he realized that the passage of a Federal oldage program seemed improbable and the State should take the subject over. He was certain of one thing, he declared, and that is that the municipality should not continue to meet the financial problem arising from unemployment. In discussing unemployment conditions in Massa-chusetts the mayor said that "people were flocking to this State even from Nova Scotia looking for work" and that the tendency of the smaller places in the State was to send its idle to Boston. He declared that last week he studied figures pertaining to expenditures for pub-lic welfare in the city of Boston. He found that in 1925, \$1,500,000 had been expended for this work. In the next year the expenditure was \$1,750,000 but in 1929 it had jumped to \$2,240,900. More striking than this, the mayor said, was the fact that relief is not given as exclusively as previously to people of extreme old age, but is given to people just over forty-five out of employment.

He said that last week 600 men reported every day seeking an opportunity to saw wood to get food to keep themselves and their dependents alive. He cited the

fact that industrial leaders had promised President Hoover to keep employment going as far as possible, but said they necessarily were having difficulty in keying up their machinery.

The city of Boston, said the mayor, was planning many public projects to give work, but declared that owing to necessities of advertising, etc., this work could not be started much before Feb. 25 and not be started much before rep. 25 and that it might be spring before the work was actually well under way. He claimed that the present statute fixing the tax limit interfered with the fixation of a program by the city and this tended to slow up the program of providing work for those out of employment. Declaring that the Boston Elevated, the New Haven, the Boston & Maine, Standard Oil en, the Boston & Maine, Standard Oll Company and other large employers of labor were "not taking men over fifty," he said that some definite means of relief must be taken. He claimed that all crime waves and sick waves had been associated with periods or unemployment and asserted that if men were not given a proper amount of work suicide in-creased and the public must be willing to adjust itself to the perpetration of crime, People, he said, must be willing to pay either in money or blood."

Touching more specifically on the tax limit bill before the committee, the mayor said that department estimates submitted to him showed increases of \$3,900,000 over actual expenditures of last year. He said he felt that he might decrease this increase by 50 per cent. He would like to decrease it, he said, 75 per cent, but this seemed hardly possi-

Mayor Curley was asked whether he thought the removal of the present municipal tax limit regulation would make municipal tax limit regulation would make it possible for a mayor to have a budget ready by the last of January. The mayor replied this would be possible in all years excepting the year in which a mayor was elected. In that year, he would be allowed said, too short a time would be allowed to prepare the budget as the incoming mayor was busy "removing Republicans from office and making his own appointments." This was greeted with laughter by the committee, in which Mr. Cur-

The mayor was asked how the Finance Commission stood on his tax limit proposal, and he said he did not know. He declared that his relations with the Fitectared that his relations with the Fi-nance Commission were very pleasant and that if there was a break in these pleasant relations it would not be due to

Curley Rebukes Former Administration on Plans

Mayor Curley addressed the tercentenary conference of city and town committees following luncheon at the Parker House this afternoon, detailing at length what Boston will contribute to the Statewhat Boston will contribute to the State wide plans and rebuking the previous administration for permitting things to lapse, such as the commission on the marking of historical sites and the large committee charged with the responsibility of formulating a general program. The city would spend about \$100,000, the mayor said, and in addition would appripriate more money than usual for the public celebrations on the holidays of the year.

Today the mayor sent to the City Council an order for \$25,000 so that the ter-centenary committee might take some definite action and another \$25,000 will be used for the benefit of the American Leused for the benefit of the American Le-gion's convention to be held in Boston. He also had assured the American Fed-eration of Labor that the city would assist with \$10,000 for a convention here. The commission for the marking of dis-torical sites has been reorganized and is already at work, promising to have more than 100 additional sites designated by bronze tablets within four years.

In this particular field the great thing to do, the mayor remarked, was that of commemorating by a suitable monument the first settlers of Boston, and fortu-nately there is a design at hand for such purpose which will be submitted to the Boston Art Commission tomorrow. If the commission approve it, the maximal send to the City Council for next Monday an order for \$35,000 to make the bas relief possible, at about opposite 40 Beacon street.

Petkiewicz No Marvel—Moore Runs Mile to Order for Conger-Sidelights

By George C. Carens

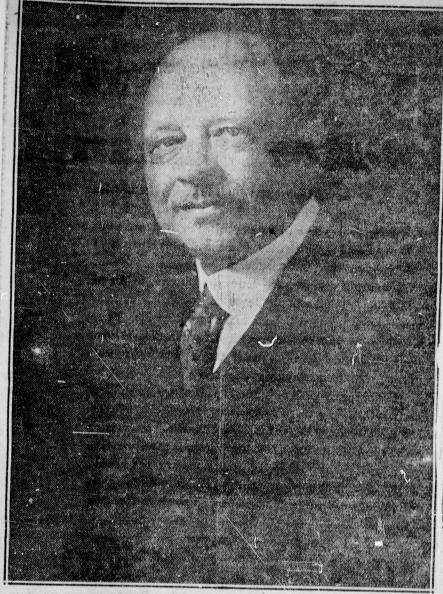
To one who had been nursing along a cold a whole week it was a pleasure to attend the Knights of Columbus meet in the Boston Garden, Saturday, and to mingle with some of our Olympic pals. a night it was for the champions! The I. C. A. A. A. A. "440" title-holder (Bowen, I. C. A. A. A. A. "440" title-holder (Bowen, Pittsburgh) was fifth in a quarter-mile race which had five starters; the I. C. A. A. A. A. "880" record-holder (Edwards, N. Y. U.) was beaten on the "gun" lap of a "1000" by the chap he beat by a dozen or more yards in the title "half" last May, and the I. C. A. A. A. A. mile champion, indoors and outdoors (Hickey, N. Y. U.) was seventh and last in the N. Y. U.) was seventh and last in the

mile race for the Mayor Curley trophy.

Oh, well, they still are champions, because a defeat on boards is apt to come cause a deteat on boards is apt to come to anyone and the real test of a man's ability comes on cinders. Take the case of Ray Conger, who won the Curley mile. The Illinois A. C. veteran hadn't won a race all winter. He's taking courses at Columbia and teaching legislating allocations. race all winter. He's taking courses at Columbia and teaching hygiene classes at City College of New York and naturally it has been hard for him to get into racing trim. But Gus Moore, the Brooklyn Negro, ran the race to order for Conger, setting a medium clip so that the former Iowan could fly past when the proper time came. Conger is a terrible in and outer. One of his worst races was in the Olympic 1500-meter final at Amsterdam when he looked so far out of his class that I pitied him. But occasionally the old boy shows a real kick and he proved again Saturday he can't be counted out yet.

TRANSCRIPT /27/30

To Study London Borough System



(Photo by Marshall, Cambridge)

Professor Joseph H. Beale, of Harvard Who Sails for England This Week to Make Survey in Connection with Mayor Curley's "Greater Boston" Plan

the borough system of London seems closest to a model for Mayor Curley's plan for a 'Greater Boston,'" said Professor Joseph H. Beale of Harvard, concerning the survey he is about proposes to study. to make of the city organization of the British capital. "The city of Los Angeles, for example, is proceeding on a basis of pure annexation," he continued, "while the borough system in New York is far more centralized than is advisable for

Professor Beale sails Wednesday for a two-months' trip abroad, and will report to the mayor's "Greater Boston" committee, to which he was recently appointed, his indings as to what of the London form of city administration may be applicable to Boston.

London, besides the city of London and the city of Westminster, comprises twenty-seven boroughs, each with self-government, but with the whole admin-

existing municipal Governments, istered by the London County Council, he borough system of London and with a metropolitan fire and police department. It is the division of administrative functions between the boroughs and the council which Professor Beale

> "The government of London is highly de-centralized," explained Professor Beale. And the fact that the present system there is less than forty years old indi-cates that even British conservatism is keeping abreast of changing conditions in the administration of its greatest city

> The principal advantages of the borough system in a large city, according to Professor Beale, lie in a greater efficiency in such departments as the water, fire, police, health, sewer and park departments, and the fact that the borough system, with popularly elected officials in both its central and local posts, is almost perfectly in accord with the demo-

> cratic theory of government.
> "Our own Metropolitan District Commission, for example, is a thoroughly ef-

neient form of administration of the parks, water and sewers," said Professor Beale. "It has functioned excellently. Yet, since it is appointed by the gov-Yet, since it is appointed by the governor, it is certainly less democratic in theory than an elected commission. There is nothing new about an appointed body of this kind. Prior to 1805, the city of Charleston, S. C., was ruled by appointees of the State, and Baltimore was formerly governed in the same way. While this frequently makes for officiency, it does not make for democracy." Under the proposed scheme for a Greater Boston, according to Professor Beale, the work of the fire, police and public health departments could be included in the commission's functions. "But it would be an elected body," he

'But it would be an elected body," he

Already the outlying towns are practising the borough system, said Professor Beale, even though they are officially independent communities. "When a fire breaks out," he explained, "it is a common thing for one town to send apparatus to another, if aid is asked. And yet frequently the hose couplings are different, or there is a division of authority and consequent lack of efficiency. They want to help each other, but under the present system it is often hard for them to do so. Of course the same conditions are to be found in police work, or public health."

Professor Beale emphasized the fact Professor Beale emphasized the that the Greater Boston program does not call for annexation—"or the principle of annexation," he added. "You ciple of annexation, he added. "You have a central body, elected by all the boroughs, administering the centralized departments such as I have mentioned. Otherwise, each borough has its own government as at present. It retains its own ordinances and administers its own private city affairs.

Taking up the matter of "polities" and the charge that the outlying cities and the charge that the outlying cities and towns frequently raise against Boston, that it is ill-governed, Professor Beale said, "It is absurd for the thousands of substantial citizens who gain their livelihood in the city proper, while maintaining their residences in the suburbs, to take no part at all in the government of

the city."
"They may complain about the city "They may complain about the city will administration," he said, "but they will have nothing to do with it. After all, taxes are based on the amount of money expended, and any citizen interested in taxes should make an effort to have some voice in what is done with the money thus raised. And it should be remem-bered that the total population of Boston today constitutes substantially less than a majority of the population as estimated under the 'Greater Boston' progrant. How, then, could Boston 'dominate' these communities, particularly when there are many divisions of interest and purpose in Boston as is now organized?

Census an Important Factor

Professor Beale considers the position of Boston in the census list as important, but only as one among other important considerations "Naturally," he said, 'anyone living in other parts of the world is bound to go by the census list in estimating the standing of Boston. A great industry, for instance, will not ordinarily seek a small city, other conditions being equal, as a site for its operations. Here we have a perfect harbor, great trans-portation facilities of all kinds, and a metropolitan population sufficient to place close behind Philadelphia as the third city of the country, yet none of these things is revealed in our position as the city on the census rolls."

Keen Rivalry Stirred Up by Tercentenary

"Old Grist Mill" Becomes Historic Issue Among Many Communities

Boston Conference

Eastern Mass. Committees Reveal Many Activities; Lively Year Promised

By Bernard Peterson

Keen rivalry is being generated among the communities in eastern Massachusetts over plans for historic celebrations in the Tercentenary year. This came to light this morning when the chairmen and other members of the Tercentenary committees in those communities met for a conference at the State House and revealed their respective claims and plans.

For instance, the location of the first grist mill is in dispute. Chelsea claims it. Dorchester may challenge Chelsea to prove her claim. Revere is prepared to show her proof; Arlington wants to be counted and Milton is equally certain that the first grist mill stood in that town. Until this morning these communities had been going along with their Tercentenary plans, each focusing on the grist mill as an important historic feature in its program, and the probability is that from now on each will work still harder to establish its claim to priority in this interesting phase of colonial life.

Rivalry will not be limited to the establishing of any single historic fact, however, for there is a great diversity of features to be emphasized this year all over the eastern part of Massachusetts. the development of the program, guided by the various State, city and town authorities, all these communities will present a wide variety of attractions, almost in unending procession during the year, and the immediate duty of the tercentenary conference is to synchronize all these events so that they may fit into

tours for the visiting sightseers.

Today's conference at the State House Today's conference at the State House was presided over by Professor Joseph H. Beale, president of the conference, and he outlined in a brief statement what has been done by various tercentenary agencles since the last conference in Pittsfield.
While the western Massachusetts committee members had been invited to attend the Boston nieeting, and many of them came, the delegates came mostly from the cities and towns near Boston for whose special benefit the conference for whose special benefit the conference was held. Its purpose was to enable twas held. Its purpose was to enable them to report what they plan to do this them to report what they plan to do this them to report what they plan to do this them to report will year, and the result of their reports will year, and the result of their reports will while the Battle of Bunker Hill was lost.

with even greater enthusiasm to keep up with the race, others will search the old documents again to verify their claims, and in addition to this there may be a rearrangement of dates where local conditions permit of change.

What There Will Be

It will not be a dull year, as many people have supposed. Professor Reale drew the story from the delegates by means of an imaginary tour. He said drew the story from the cur. He said means of an imaginary tour. He said that he would assume that people who came from outside States for the purpose of seeing how Massachusetts was celebrating the Tercentenary would arrive in brating the Tercentenary would arrive in Boston on a Saturday night. He would take them on a tour for one week, and asked the delegates in the order that their places would appear on the tour schedule what there would be to see and hear in each place. Sunday morning hear in each place. Sunday morning these visitors might go to church in Boston and then take a best ride down the tonese visitors might go to church in Bos-ton and then take a boat ride down the harbor and go to Salem to see the Essex Institute, the House of Seven Gables and the other historic sites in that city, and then go to Salem Willows and cross the Bay to Nantasket to spend the remainder of the Sunday oftensoon on the basel. of the Sunday afternoon on the beach, returning to Boston in the evening. On that tour Monday would be reserved for

Boston.
On Tuesday the bus would go to Arlington and there the visitors would find, lington addition to the historic sites (including in addition to the first grist mill) many the site of the first grist mill) many

During the week of June 1 there will special attractions. be a musical presentation depicting the development of music in the last three hundred years. Continuing out to Belmont, according to the delegate from that town, the visitor will find a real old-type New England town meeting in session, this being a feature which Concord had planned but has abandoned. Next on the route that day is Concord, where a committee of thirty is planning a reproduction of the battle at the bridge, and the tour will move on to the Wayside Inn and to an old Indian blockhouse that is to be reproduced in Sudbury. Watertown will have daily exhibitions for a period, and Waltham will be humming with historic activities, a rass meeting on Feb. a musical convention of sixty bands and twenty-five orchestras on May 17, a water carnival on June 24, etc. That is all that can be covered on Tuesday.

Wednesday will be for Cambridge, Som-

erville, Medford, and Malden. There will be many "firsts" in Somerville and on Feb. 23 there will be old-fashioned serv. ices in the First Church where parts of the original sermons will be read; there will be school exercises, parade of the Minute Men in uniform, and on June 23. 24 and 25 a pageant on the Brooks estate which can seat 10,000 people. That pageant will have a cast of 750 people, and an orchestra of 100 pieces. Sept. 27 will have a parade and will wind up with

Day on the North Shore

The North Shore will be on the schedule for Thursday and the tour that day will pass through Chelsea the first thing in the morning. Francis X. Tyrrell was Chelsea's representative at today's conference and reported for his city. It was the first time, he said, that Chelsea has had opportunity to set forth any of its claims, and he wanted the public to know that Chelsea has been that the challeng has been there. that Chelsea has "other things than rumrunners." In the first place, he said, Chelsea will show the original grist mill runners."

Among the numerous historic sites he mentioned Gerrish Hall in which Lincoln spoke in 1848 before he was President and "when Boston was asleep." Chelses and the show a grave yard that antedates the will show a grave yard that antedates the Old Granary and it will prove that it has the most diversified industries in the

At this point in the conference Chelsea was challenged by Dorchester and ad-vised to study history petter, and this challenge is to be taken up later.

Everett is en route to the North Shore, and will be the next city traversed on that day, but it is not yet offering any special events. It is so new, it reports that it has nothing to show, but intends to clear up and to plant and water so that it has nothing to show, but intends to clean up and to plant and water so that visitors will be urged to ask "What is this clean city?" Revere, coming next, is aleret to its opportunity to shine with historic glamon, for it laws clean to not historic glamor, for it lays claim to possession in reality to some of the alleged Session in reality to some of the angular Chelsea features, such as the original grist mill, and to have had a prior part in the Battle of Chelsea Creek which it has been planning to reproduce. June 8 will be a special day with speeches and old-fashiened sermons, and there will be old-fashiened sermons, and there will be pageantry of old characters, and exhibitions of old houses, and with it all the fine beach Winthrop, Lynn, Saugus, Swampscott, Nahant and other places have held their Tercentenary celebrations, but will be on dress parade to please visitors, and Beverly will offer special events on June 15, 16 and 17, partly city of the form of a historic pilgrimage and a big parade, Gloucester relies on its a big parade, Gloucester relies on its natural pleturesqueness and Rockport will be inviting, and then comes Ipswich with an elaborate program of sightseeing and entertainment. Like other communi-ties this town has many "firsts" and homes of many noted men Newburyport will re-enact the visit of President Wash-t gton on July 7 and will have floats in a parade on July 9, and will show "firsts of everything."

Some communities on this North Shere trip were not ready to report, but Burlington will have a school celebration on March 4, for prize essays; a tercentenary breakfast on June 17 in commemoration of the breakfast that John Hancock and Adams, had, there and the table than Adams had there, and the table they used will serve its purpose again; there will be an historic pageant on Aug. 50, and the town will establish a permanent memorial and mark historic sites, Haver-hill will dedicate a soldiers' monument to cost \$75,000 to \$100,000 at the time that the American Legion is in convention in

There will be a special Cape Cod tour, and in preparing for it Dorchester and Milton will come into collision with Chelsea, as well as with each other, for while Milton intends to have an unostentatious celebration, it will show the visitors some sixty houses that are a hundred years old, or older, and the first frame dwelling house in America, and will mark the site of the first grist mill in New Eng-

Quincy, the home of Presidents, will emphasize the week of July 13. It will have consolidated music, will keep historic houses open and their owners appearing in costume, and will have visits from Calvin Coolidge and Charles Francis Adams. There will be airplane races, sail parades, and motor boat races.

Skipping down to Nantucket the visitions of the contract of

tors will find an island of much natural interest, many historic sites, fishermen races, and, on June 15, the opening of a whaling museum.

luncheon at the Parker House the conference was reconvened at the State House and addressed by Governor Allen who said: "The General Court has by its resolu-tion created a commission to be appoint. Says East Boston Tube Conly ed by the governor t conduct in behalf of the Commonwealth appropriate celebrations of the three hundredth anniver-

sary of the founding of the Massachuserts Bay Colony.
"Pursuant to the authority conferred upon the governor, I have appointed the members of that commission who have been since that appointment engaged in the study of the duties assigned to them and in the formulation of the observance as outlined by the legislative resolve.

"It is to be noted that the State observances are to be in commemoration of the Puritan foundations. The celebra-tions should then respond to the inspirations of these great events in the history of the Commonwealth. The establishment of Constitutional government, as in truth it was, though under a charter of Charles the First, is an event of national portent and significance, and as well a matter of world-wide consid-eration. For here in truth were laid by the Puritans the foundations of a Constitutional government reflected in the Constitutions of all our States and that of the nation itself.

'It is manifest that the State celebrations and observances shall be of such character, such dignity, such manifest character, such dighty, such mannest relation to the true perspective of his-tory that we shall all know and realize that our Commonwealth knows the sig-nificance of the events she celebrates. To the end that there may be opportunity for the peoples of the earth who have benefited from the system of government here established these State observances must reflect their international significance.

"The great event recognizing these inspirations will be conducted at the State House on the fifteenth of July, to which the nations of the earth will be asked send their participating representatives. It is hoped that the President of the United States will be in attendance the United States will be in attendance and have eminent place in the ceremo-nies. Many States by their executives and their suites will be also honored guests, and Virginia have such distinction as her honorable history warrants.

"There will be other observances conducied by the State that shall recognize and commemorate other features of the Puritan foundations. The State Commission, constantly mindful of the re-sponsibilities placed upon it, will give the utmost of its service to make these events worthy of their occasion. The State, through its commission, will constantly maintain interested and sympathetic associations with the observances of town and communities whose history is in part, and a vital part, of that of the Commonwealth itself. These local ob-servances have significant and most helpful supplemental relation to the observ-ance of the State itself, all by harmony and union in a great purpose, bending their every effort to manifest the gratitheir every effort to mannest the great inhere on by the House and Senate conference declared, had nothing whatever to do itance that the Puritan founders have committee, but that he thought it was with the East Boston tunnel and he knew committed to us and which we in turn put in inadvertently or that the members of nothing about its location other than must hold inviolate for transmission to of the committee were so weary they what he had read in the newspapers. Re-

Task Before Proposed New Transit Body

A bill introduced by President Gaspar G. Bacon of the State Senate which would amend the Elevated act passed at the last session of the Legislature by providing for a new transit commission to take office when the term of the present board expires next May was vigorously denounced by Chairman Frank A. Goodwin of the Boston Finance Commission at a hearing before the committee on metropolitan affairs today as a "Bottomley-Harriman bill," designed to protect big real estate operators who had bought land in the expectation of unloading it on the city as a portal for the proposed East Boston vehicular tunnel.

"There is no question," said Mr. Good-win, "but that they want to take away from the city of Boston the power to build the East Boston tunnel. On the face of it, it's ridiculous for the Legislature to think of passing it at this time in view of the fact that the people have not yet passed on the matter as it is intended they shall on the ballot next

'Four or five years ago when Mr. Harriman first suggested a loop high-way, a lot of real estate speculators jumped,in and bought a great deal of land on which they expected to cash in if the deal went through. They are still holding the bag. Some of the land isn't worth what they paid for it. When the subject of the Boston portal of the East Boston tunnel was first discussed last June, and the original tentative site was proposed, these men bought a lot of property in that vicinity and now this bill is put in to see that the tunnel is built in the place originally picked by them.

Mr. Goodwin said that although the bill turns over to the proposed new transit district the building of all future subways and tunnels, it is particularly designed to get control of the East Boston President Bacon was the only speaker in favor of his bill. He said the first purpose was to establish a new metropolitan transit department which would not be dependent, as the present statute provides, on the acceptance by the mayor of Boston and the City Couneil of the section which calls for the turning over of all subways and transit facilities.

"Why should the creation of a new transit department be contingent on the over the country for its honesty, ransit department to the city to transfer its After Mr. Goodwin had finished speak-subways?" asked Mr. Bacon, adding that ing, President Bacon again took the floor Slipped in when the bill was finally agreed hension of Mr. Goodwin. The bill, he must hold involate for transmission to of the committee were so weary they what he had read in the newspapers. Rethose who succeed us as beneficiaries of would have agreed to almost anything, garding the point raised by Mr. Goodwin, a great trust."

He said the mayor of Boston and the that, if the commission is to build the Boston City Council would never contunnel the city ought to have the materials of the suppose of the Boston City Council would have a facility to jority membership on that board, Mr. the new transit district because by so Bacon agreed that he would amend his doing they would be lessening the power measure to provide for the apointment of of the present Boston transit commission three members by the mayor and two by chairman. President Bacen's bill would the governor, provide for five commissioners, one to be As to Goo provide for five commissioners, one to be appointed by the governor, two by the appointed by the governor, two by the appointed by the governor, two by the commission would have nothing to do expand the trustees of the Boston was in hopes of having some legislation enacted this year to prode for additional facilities which would give the commission would have to pay only two board work. He thought it might be well thirds of the expense of future transit to hold the matter in abeyance waiting extension instead of all as matters now

Representative Luke Mullen asked Mr. Bacon if subway building and administration would be carried on legislatively and entirely out of the hands of the city of Boston. He was told that he had diagnosed the situation correctly. Whereupon Mr. Mullen retorted:

'That isn't much home rule, is it?" Mr. Bacon then cited several other features of the bill in which the city of

Boston was not considered and Repre-sentative Martin Hays of Brighton said: "That's why we have such a bad bill."
Mr. Hays then asked who was on the
board besides Robert J. Bottomley and
Mr. Bacon named Joseph Wiggin, Henry I. Harriman, General Edward L. Logan and Abraham C. Ratshesky, who, he said,

he believed had resigned.

Representative Eliot Wadsworth, an other member of the committee, asked President Bacon why he had decided on five commissioners and the Senate president said he just chose the number because there were five members of the original transit board which built practically all of the present subways. He was asked by Senator Hollis, in view of objections by Represntative Mullen, to limiting the mayor's appointees to two in number, whether there was any restriction which would prevent all of the members from being residents of Boston. He was told that no restriction was imposed. Former Mayor John F. Fitzgerald appeared in opposition and said that Boston had a large equity in its subways. Boston owns the Tremont street subway, he declared, and he failed to see why the city should give it up without adequate compensation. This equity, he said, was large enough to pay for a new bridge across the Charles River.

"To consider a metropolitan district. however, and to think of keeping the entire power of the transit commission within the city of Boston is absurd," he said, "and such is not the desire, I be-lieve, f the mayor."

Representative Wadsworth's question as to why five members were proposed was referred to by Mr. Goodwin as a very sensible one. The answer, Mr. Goedwin said, was "because it gives Harriman a better chance to get control." He said the Boston Finance Commission is unalterably opposed to changing the present transit system until the people have a

chance to express their opinion.

"The new Transit Commission, as a matter of fact, would not have anything to do except to build the East Boston tunnel if it were made an effective body at once," he said. "The city ought to have power to build the tunnel inasmuch as it is paying for it, especially when it is considered that the Boston Transit Commission which now has the power to build it has never had a word of critieism spoken against it and is known all

the did not know how this clause was and said he wanted to correct a misappre-

As to Goodwin's contention that the

the outcome of proposels for extensions not yet heard.

AMERICAN /27/30

CURLEY PROPOSES ONE-CENT GASOLINE TAX FOR OLD AGE

SERIOUS.

Declares Unemployment Too Severe a Strain on the City's Finances

In his first appearance on Beacon Hill since his inauguration, Mayor Curley today came out flat-footed for old-age pensions as a cure for unemployment.

Speaking before the legislative Committee on Municipal Finance, the mayor said old-age pensions would not only relieve the present situation, but serve as a permanent relief because of the increasing tendency in industry to reject men above 45 years of age.

Eefore launching out on his re marks on old-age pensions, the mayor denounced the present system which required him to come to the Legislature each year to fix the tax limit. He held that the practax limit. He held that the practice was demeaning to a mayor of Boston.

ONE CENT GAS TAX

As a possible means at arriving at an accumulation of funds to finance old age pensions, the mayor suggested raising the gasoline tax from two to three cents. The one cent increase would be laid aside in whole or in part for such a fund.

He estimated that if half the additional cent were set aside for a period of 25 years, millions would be accumulated. Whether it is called socialism or any other name. he said, the problem is here and must be faced in a statesmanlike manner.

The speaker frankly said he would prefer to see old-age pen-sions handled by the federal government.

But he could see little hope for the passage of a federal system and for that reason believed the

state should initiate the plan.

From figures he studied last
week, he said, he found that in
1925, \$1,500,000 had been expended in this work, \$1,750,000 in 1926 and that in 1929 the figure had jumped to \$2,240,000. More striking than this picture, he stated, was the fact that relief was not given as evel. this picture, he stated, was the fact that relief was not given as exclu-sively to people of extreme old age but to people just above 45 years. Last week, he said, 600 men re-ported every day seeking an op-

portunity to saw wood to get food to keep themselves and their dependents.

CAUSE OF CRIME WAVES

He claimed all crime and sick waves have been associated with periods of unemployment warned the committee that if men were not given a proper amount of work suicide increased and crime followed.

The department estimates submitted to him, he continued. mitted to him, he continued, showed increases of \$3,900,000 over actual expenditures of last year. He felt that he might decrease this

increase by to per cent.

Asked if th removal of the tax limit regulation would make it possible for a mayor to have a budget ready by the last of January, the mayor answered in the affirmative with the exception of the inaugural year.

E.B. FREE PRESS /18/30 STRANDWAY

Mayor Curley Will Present Bill For Water Front Park-Will Be Link In Metropolitan System

In a legislative bill to be filed Monday, Mayor Curley's plans for the construction of a two-mile \$1,000,000 strandway along the East Boston harbor front from World War Me-morial Park to the Winthrop line, will be revealed. The bill will provide that the Metropolitan Park Commission build the link as a part of the system.

Under the plans, the development would be similar to the South Boston Strandway and Columbus Park, for it provides for the reclaiming of the flats above low water, the construction of a beach and a double motor parkway along the shore.

The parkway would start at Neptune road, skirt World War Memorial Park, proceed along the harbor side of the Narrow Gauge railroad tracks to Orient Heights and then along Bayswater street to the bridge at Belle Isle inlet which crosses to Winthrop.

As Neptune road was made a double highway with a reservation in the middle under plans carried out by Mayor Curley during his last administration, a new bridge would be built over the Narrow Gauge tracks at World War Memorial Park to make it as wide as the proposed strandway.

TRAVELER /28/30 **AWAIT RESULT** OF CURLEY MOVE

Shoe Leaders Watch His Suggestion of Retaliation in Congress

The boot and shoe industry watched reception in Washington today of Mayor Curley's suggestion that Massachusetts congressmen adopt a retalizatory at-titude toward farm relief and other pending national legislation until proper protection is given American manufacturers.

To the various congressmen and senators Mayor Curley wrote: "It requires no very vivid imagination or knowledge of economics for any individual to determine the duration of the existence of the boot and shoe and leather findings industry in Massachusetts unless pro-tection is provided."

The mayor declared the failure of the Senate to impose a duty on boots and shoes was due to the purpose of certain interests in Congress to safeguard the interests of international bankers, even interests of international bankers, even though it might result in the destruction of established American industries. He expressed the belief that extreme measures are not only necessary but justifiable to eliminate the competition of cheap labor and foreign-made shoes which Massachusetts manufacturers have been unable to successfully combat. The mayor explained that under ordinary circumstances he is a rise to suggesting possible means of procedure to any member of Congress, but the threat to the continued existence of the boot and shoe industry prompted him to communicate with them.

GLOBE /27/30 FM

CURLEY FOR STATE OLD-AGE PENSION

Proposes Increasing Gas Tax to Raise Funds Necessary

With characteristic vigor Mayor Curby stirred a gathering at the State House today by indorsing the general principle of old-age pensions to relieve the present unemployment situation and that which the future may hold. This was his solution of the problem that many contend has arisen because of the unwillingness of indus-trial leaders to employ men over 45

years of age.

The Mayor had come to a hearing before the Legislative Committee on Municipal Finance to urge legislation that will remove State restrictior in establishing a tax limit in the city of

Boston. He said that he and other Mayors had to endure a "demeaning process"—that of taking his hat in hand and coming before the Legislature to seek the passage of such a measure.

His tax limit bill was the topic of the first part of his address, but soon he pictured with oratorical effect the unemployment situation in Boston, which, in his opinion, could be relieved

by old-age pensions.

A possible means of arriving at accumulation of funds to finance old-age pensions was outlined by the Mayor when he suggested the raising of the gasoline tax for automobilists from two cents to three cents, the increase of one cent to be set aside in whole or in part for a fund to relieve "these discressing conditions."

Mr Curley estimated that if one-half

of the additional cent were set aside for a period of say 25 years, millions would be accumulated to handle the old-age pension question in the future. If the whole cent were set aside the accumulation would of course be much greater. The Mayor insisted that the old-age pension problem, whether it is called Socialism or not, must be faced in a statesmanlike manner. would prefer to have old-age pensions handled as a Federal proposition, but frankly admitting that the passage of arankly admitting that the passage of a Federal old-age program seemed improbable, he urged the State to take it over. Of one thing he was sure. The municipality should not continue to meet the financial problem arising through unemployment.

Send Idle to Boston

Discussing unemployment conditions in Massachusetts, he said that "people were flocking to this State even from Nova Scotia looking for work" and that the tendency of the smaller places in the State was to send its idle to Boston. He declared that last week he studied figures pertaining to expenditures for public welfare in the city of Boston. He found that in 1925 \$1,500,000 had been expended for this work. In the next year the expenditure was \$1,750,000, but in 1929 it had

jumped to \$2,240,000.

More striking than this, the Mayor said, was the fact that relief is not given as exclusively as previously to people of extreme old age, but is given to people just over 45, out of employment. He said that last week 600 men reported every day seeking an oppor-tunity to saw wood to get food to keep themselves and their dependents alive. He cited the fact that industrial leaders had promised President Hoover to keep employment going as far as possible, but said they necessarily were having difficulty in keying up their machinery

The city of Boston, said the Mayor, was planning many public projects to give work, but declared that owing to necessities of advertising, etc. this work could not be started much before Feb 25 and that it might be Spring before the work actually started. He claimed that the present statute establishing the tax limit interfered with the fixation of a program by the city, and this tended to slow up the program of providing work for those out of employment.

"Unemployment Causes Crime"

Stating that many large employers of labor were not taking men over 50, he said that some definite means of relief must be taken. He claimed that all crime waves and sick waves had been associated with periods of unemployment, and stated that if men were not given a proper amount of work suicide increased and the public must be willing to adjust itself to the perpreation of crime. "People," he said, "must be willing to pay either in money or blood."

Touching more specifically on the tax-lim.t bill before the committee, the Mayor said that department estimates submitted to him showed increases of \$3,900,0.0 over actual expenditures of last year. Mr Curley felt that he might decrease this increase by 50 percent. He would like to decrease it, he said, 75 percent, but this seemed hard-

ly possible.

Mayor Curley was asked whether he thought the removal of the present mun.cipal tax-limit regulation would make it possible for a Mayor to have a budget ready by the last of January. Mr Curley said this would be possible in all years excepting the year in which a Mayor was elected. In that year, he said, too short a time that year, he said, too short a time would be allowed to prepare the budget, as the incoming Mayor was busy "re-zaving Republicans from office and making his own appointments." This was greeted with laughter, both by the committee and Mr Curley.

The Mayor was asked how the Boston Firster Committee and

ton Finance Commission stood on his tax limit proposed, and he said he did not know. He declared that his rela-tions with the Finance Commission were very pleasant and that if there was a break in these pleasant relations it would not be due to him. GLOBE 1/28/30 AM

COUNCIL FAVORS RIVER IMPROVEMENT

Plans Dredging Stream From Point in Fens

Three Committees Vital to City's Intorests Will Be Named

The City Council yesterday looked favorably on the proposal for the city appropriation of \$35,000 towards the expense of improving Muddy River from a point in the Fens to Leverett Pond. The entire cost of the improvement is \$105,000 of which the town of Brookline has agreed to pay two-

Brookline Selectmen and Commissioner Long of the Park Department have worked on the matter since 1924 have worked on the matter since 1924 and it is agreed to drdge Muddy River to a depth of five feet from Brockline av to a point in Leverett Poud, 100 yards beyond the outlet of Mother Brook. The improvement will result in a steady flow of water; elimination of mosquitoes and maybe some fish will be as a be live in it.

The dredging will provide 40,000 yards of material that Commissioner Long intends to use for filling and

Long intends to use for filling and grading of Columbus Park, in South Boston.

General Summer, the old East Bosto ferryboat that has outlived its usefulness, will be replaced with a new boat. The Council authorized the sale of the old boat at public auction at an upset price of \$2500 and approved the expenditure of \$350,000 for a new steel boat.

Approval was also given for the sale at an upset price of \$5000 of the old Armory building, Maverick st, East Boston. For the American Legion con-vention this year the Council approved

an appropriation order of \$25.000.

An appropriation of \$160,000 for an addition to the Brighton Court House which was recommended by Mayor Curley was referred to the Committee on Finance.

Three committees of seven members each, to be known as the Boston Tercentenary, the Port of Boston and the Greater Boston Committees, will be named by the Council.

named by the Council.

Councilors Mahoney of South Boston
and Curtis of the Back Bay were
elected by the Council to the board of
managers of the Old South Association, directors of the Old South Meeting House.

The smooth movement of business threatened to be disturbed for a mo-ment by Councilor Wilson on the mat-ter of a bus line from Clarendon st-Columbus av to the South Station. The bill came in from the Committee on Jitneys and Councilor Wilson declared there were enough bus lines. When he learned that it was for shortened route of an existing/line the Councilor with-drew his objection.

SINKING FUND COMMISSION MEN NAMED BY CURLEY

Mayor Curley vesterday announced the election of Frederick J. Crosby as chairman and Edmund L. Dolan as treasurer of the Sinking Fund Com-

REVEREIN FAVOR OF ANNEXING

Chelsea Not-Saugus and Winthrop on Fence

Join with Boston toward making one of the chamber of commerce in Charles large metropolitan city was expressed sea are said to favor such a merger of populations provided it did not interfere with its own city government. Revere. Winthrop and Saugus.

Post reporters who sought the views of representative recidents and tax payers in these communities found that In Chelsea out of 66 people interviewed, 39 were opposed to annexation and 27 were in favor. In Revere, an overwhelming majority of 78 people were in favor of merging their city with Boston, 62 in favor and 16 against the project. Out of 55 citizens of Winthrop whose opinions were sought, 35 were in favor of some form of a merger with Boston and 20 opposed to it. In Saugus it was found that of 38 residents in different sections of the town, 24 favored annexation to Boston and 14 were against it.

Winthrop Approval Qualified

In an effort to survey the public sentiment in each of these communities the Post men requested an expression of opinion from tax payers and residents who held no local offices. Many of those interviewed had given no thought to the proposition recently put forward by Mayor Curley and were unable to say whether they favored the project. Others were deeply interested and were anxious to tell the circumstances on which they based their opinions.

While the majority of those interviewed in Winthrop expressed a desire to have their town joined with Boston, almost all qualified their assent to this proposal by saying they wanted assurance that Winthrop would retain its own selectmen or have some form of local representation.

All Parts of Revere for Plan

Citizens in every section of Revere wanted their city to become a part of Boston. Here they were for the proposition in any form and only one out of the group interviewed specified that Revere should become a borough of the larger city or have its own representa-tives. In Revere it was also found that the residents were intensely interested in getting improved car service into Boston and they expressed their approval of the Curley plan wholeheart-edly with the hope that the transporta-tion facilities or their city would be

The poil showed that Chelsea was opposed to joining Boston by a majority of 12 out of 66 people. Those against the proposition said they were against the city losing its individuality and claimed they would be better off to remain a separate community. Those favoring a merger thought that the school system would be improved and that a metropolitan city would be better for all concerned. ter for all concerned.

Saugus Sees Advantages

In Saugus many expressed the opinion that better transportation facilities would result from a merger with Boston and that a metropolitan supervised fire and police force would be a distinct

advantage to the town.

Among the Winthrop residents who favored the merger were those who felt that such a consolidation would go a that such a consolidation would go a long way toward putting the town on the map. Here of the 35 who voiced sentiment in favor of a merger, 27 said they would insist on the town being allowed to run its own affairs.

Most Chelsea people agree that it would be beneficial not only to Boston, but to all of the communities in the so-A wide division of opinion on the proposal to have their municipalities join with Boston toward making one

Various Reasons for Approval

Some of those in favor of annexation lso expressed themselves as hopeful hat some method would be found also expressed that some method would be found whereby Chelsea's individuality would not be wiped out by absorption, but leaving to the citizens there some local governmental control, or sufficient representation in the larger city which would insure proper protection of their interests.

Those in favor of annexation gave various reasons. Most of them viewed it from the broad sense, that a large metropolis would be much more influential among the world's cities and what would have been sense. fluential among the world's cities and what would help one section of the big city would help and benefit all sections. Others who favored annexation did so partly for local reasons. One or and so partly for local reasons. One or two women thought the school system in Chelsea could be improved, par-ticularly in districts where children are only on part time; others felt that transportation was of paramount im-portance and that by becoming a part of a greater city that Chelsea resiof a greater city that Chelsea residents would be able to get from all parts of Chelsea to all parts of Bos-ton for one fare, instead of two fares, is now required; another thought that real estate valuations would be more equitably fixed in a large city, where modern and scientific methods would be provided.

Revere Strongly in Favor

In Revere it was found that the percentage of those who thought their city centage of those who thought their city would be better off as part of Boston ran very high. Out of 78 persons who expressed opinions, 62 were in favor of merging with Boston and 16 were against the project. Many others did not feel familiar enough with the situation to state how they felt about the uation to state how they felt about the

A Post reporter who canvassed Revere A rost reporter who canvassed reverted to that the transportation problem was closely linked in the minds of the residents with the project of merging their city with Boston. In many cases better car service to Boston appeared to be vastly more important peared to be vastly more important than a political affiliation with the larger city

Several stated that the matter of the annexation of Revere to Boston was considered about 14 years ago and at

that time the people were in favor of joining the larger city. They said that if the question was placed on the ballot again this year there would be an overwhelming sentiment in favor of the scheme.

For Absolute Annexation

In most instances it was found that people in every section of Revere were for absolute annexation with no qualifications for a borough system or other representation. They could see other representation. They could see all forms of advantages for Revere, pointing out that Revere was handicapped because of the lack of industry within its borders. Being largely a residential city they told how they were faced with an unusual heavy demand for new school buildings to take care of the children, which tended to increase the tax rate of the munito increase the tax rate of the muni-

In Revere the canvass was made up and down Broadway, Beach street and Chirley avenue. In all sections of the city the same sentiment existed-overwhelmingly in favor of joining Boston as quickly as possible. Here, for the first time, the question was raised by the citizens as to whether or not Boston would want to be joined with Re-

The women as well as the men of Revere liked the proposition. Many of them saw in annexation lower tax In that section of Revere nearest the beach the same sentiment ex-isted. Here it was stated that if Revere was a part of Boston greater improvements would be made at the beach and boulevard because the larger city could afford to pay a more generous assessment for Metropolitan district improvements than Revere can now shoulder.

Cite "Horrible Examples"

Among those who believed that Revere should continue as an irdividual city, under its own government, were several citizens who pointed to Hyde Park, whose annexation, they asserted, Park, whose annexation, they asserted, did not prove to be particularly advantageous. One fermer resident of Charlestown said that his parents often told him that it was a great misfortune for that section when it became a part of Boston. He claimed that Charlestown would be much better off today if it had never joined with Boston as a part of the large city.

today if it had never joined with boston as a part of the large city.

The canvass by a Post reporter in Revere showed that here, as elsewhere, Revere showed that here, as elsewhere, there was a fairly large percentage of the people who had no opinion on the matter of annexation. Not a few women, whose opinion was solicited, resorted to that time-honored, polite dismissal that every house to - house canvasser knows so well: "I don't think till bether today." I'll bother today."

For the most part the younger ele-ment of Revere were for the merger as quickly as possible, but among many of the young men a cold indifference of the young men a cold indifference was manifest. As one put it: "What difference does it make? There's no work for a fellow in either city as far

Opposed, But Open Minded

Sentiment in Chelsea towards nexation is perhaps best represented in a statement made by Samuel S. Eisenberg of 16 George street, who said: "Personally I do not favor annexation and offhand I cannot see any advan-tage to the various cities and towns around Boston merging with that city and giving up their identity as indi-vidual communities.

"There is no question that if Boston shall be placed as the fourth city of the country, numerous advantages would come to this area. I should like to venture the suggestion, however,

POST 1/28/30

that we of the city of Chelsea, without prejudice and without commitment; city. If you knew Revere like I do enter into a discussion of the proposal

of Mayor Curiey of Boston.
"His idea may have no merit, at the same time he is entitled to the courtesy liberal, unbiased hearing, and it strikes me that despite all indications there may be the germ of a valuable development which might redound to the benefit of all the various cities and towns and yet not necessarily destroy or submerge their individual identity.

Others Strongly in Favor

William B. Denison, treasurer of the Cheisea Savings Bank, said: "Broadly speaking a Greater Boston, with several times the present population would be beneficial to all of communities that be beneficial to all of communities that would be a part of such a great city. Whether or not some means could be devised whereby the communities could still retain local control is a question that thus far appears to have been un-The matter is one answered. requires study and everyone affected will doubtless await with interest the details proposed in the plan for the bringing together of all these cities and towns into one great body." Samuel Cousins, of 220 Broadway,

Chelsea, said "I am strongly in favor of a great Metropolitan Boston. Every and town would benefit. Chelsea

would benefit in many ways.
Samuel Gorfinkle of 142 Broadway,
Chelsea, said: "I favor the annexation
of these cities. It would mean better of these cities. It would mean schools, libraries, hospitals and something which we lack in Chelsea, an equitable assessment of real estate valuations. The system here is antiquated. large city would have progressive and modern methods. An example of an injustice in real estate valuations came to my attention today when I learned of a man who had a piece of property assessed for \$8000 and who cannot raise a \$2000 first mortgage on the property.

"Would Have Nothing to Gain"

Max Pearl of Cottage street, Chelsea, said: "I am against our city giving up its individuality by becoming a part of Boston. We have examples of what would happen to us if we were annexed. We would be a part of Boston, like Charlestown, East Boston, South Boston or Dorchester. East Boston with the \$0,000 population would in my opinion be a bustling, busy municipality if it had a city charter."
William F. Harrington of 12 Everett

avenue, a Chelsea business man, said:
"I cannot see any advantage to a general annexation of the cities and towns into one big city. Chelsea surely would have nothing to gain. I live in Milton and I am sure the citizens of that town would not be so well off as they today if swallowed up as a part of one

big city."
Mrs. Alice M. Cole of 23 Cary avenue, Chelsea, said: "I certainly would not favor annexation to Boston. I have not given the matter as much thought would like to in order to set forth my reasons, but I cannot think of any-thing to be gained by Chelsea people by joining with Boston."

"Excellent Thing for Revere'

Among the residents of Revere who expressed their opinions on merging their city with Boston was Joseph Mc-Aventa of 33 Barrett street. He said: "Annexation would be an excellent thing for Reyere. Here we have the largest proportionate school population of any city in the State, about one in four in the public schools. This of course means increased demands for school buildings and Revere being a residential city with few industries, we are hard put to support them.'
Robert Finlay of 4 Pleasan

you would be in favor of it too."

David Cotter of 13 Kingman avenue said: "Everybody in Revere would be glad to see it joined with Boston. could get better car service down here which has been badly needed for years. It would be great for Revere if the Boston Elevated came here.

Other Voice Opposition

Frank Heath of 24 Essex street said: "I am not in favor of having Revere annexed to Boston. A good example of what happens is Charlestown. It's about 70 years ago that Boston annexed Charlestown and that section has gone down hill ever since. The only benefit that Hyde Park received by becoming a part of Boston was to re-ceive a little better car service. Right now we have a fine city government in Revere and it should be continued as

George Bath of 151 Mountain avenue said: "The old residents of Revere would not agree to having their city merged with Boston. They would not like to sacrifice their identity as a city. The present Mayor is doing well in office and we now seem to be going ahead rapidly."

anead rapidity.

Frank F. Russell of 96 Parkway said:
"The annexation of Revere to Boston would be better all around. The sentiment down here is all for it."

"Very Much in Favor"

Miss Katherine Sullivan of 64 Fenno "If we could get Boston street said: "If we could get Boston Elevated service down here I would be in favor of the annexation of Revere to Boston.

Antonio Antonelle of 44 Fenwood avenue said: "Everybody down here wants I hope we get it and quick too.

Miss Margaret Barry of 14 Sewall street said: "I am very much in favor of the merging of Revere with Boston. Everyone should help to put over this proposition."

A move toward a great metropolitan Boston is the best forward step we can Boston is the best forward step we can take," according to Timothy J. Bannon of 269 Central street, Saugus. "By all means, we should join Boston," agreed his daughter, Miss Julia A. Bannon

Harold Smiledge of 2 Laconia avenue stated: "I should say there would be more industries in Saugus if it becomes part of Boston. Saugus has out-grown We have tried two the town stage. We have tried two forms of town government, the oldfashioned and the limited kinds, and neither has been a success. It is time for a change.

"Take my name down solid for a realer Boston," said Thomas P. Greater Boston," McCarrier of 9 Main street, a restaurant "I am familier with the system in New York, and approve of it. fire and police protection would be

EVERETT AGAINST ANNEXATION PLAN

The Everett Board of Aldermen, at a meeting last night, unanimously adopted a resolution proposed by Alderman Raymond E. Miller, placing them on record as definitely opposed to annexation to Boston.

The resolution stated that such annexation is "of no particular advantage to the city," and called also on the Common Council similarly to place themselves on record.

greater if we were allied with Boston." are hard put to support them."

Robert Finlay of 4 Pleasant street asid: "The annexation of Revere to said: "The annexation of Revere to said: "I think it's a wonderful idea. For one thing, 1,800,000 people have a better chance to get something they want

than 700,000 have. If Buston wants nu-provements in the harbor, the Greater Boston will get them when the present Boston can't.

Pro and Anti Opinions

Mrs. L. H. Taylor of 63 Chestnut street said, "I don't favor merging with Boston. Saugus is a very historic place. It wouldn't be if we were a part Taylor of 63 Chestnut of Boston, for we would lose our

of Boston, for we would identity."

Mrs. M. H. Carroll of 37 Pleasant street was in favor of a merger, but she said: "I'd rather go in with Lynn. However, it would all depend on transportation with Boston. If we could get an extension of the Elevated system to an extension of the Elevated system to do away with the stop-overs at Everett and Malden, an alliance with Boston would be all right. As it is now, we have long waits, and often have to stand up most of the way."

Mrs. Sylvia Rogers of 3 Webb place said: "I think we're all right just as

we are," But W. F. Rich of 117 Emory street But W. F. Rich of In Embly elaborated on the other side of the question. "For a town of this size, anquestion." The elaborated on the other distributions of this size, annexation would be a good thing. The school situation here is serious; annexation might solve it. We're entitled, from the taxes we pay, to all the privileges of Boston. We have the second highest tax rate in the State, I believe. Boston has a large amount of taxable property, and we haven't. Besides, we're over-taxed for the returns we

"We need better transportation, and we need a sewerage system. If we were part of Boston, we could do away with a good deal of inefficiency," he con-With that, his wife was in tinued. agreement.

agreement.
"I think our taxes would be lower if
we got in with Boston," said P. B. Winslow of 2 Willow court.
"I'd rather have things the way they

are now," was the statement of Ed ward W. Amory of 334 Central street 'I think small towns are governed bet ter than big cities.

Among the residents of Winthrop who commented on the subject were the

following

Mrs. Eliza Cray of Pleasant said: "I would like to see Boston annex Winthrop.

Gordon H. Strang of the same dress thinks that the merger would be a good idea, but that Winthrop's in surance rates would go up.

There were several expressions o opinion in favor of a merger along the lines of New York's borough system H. Troutwine of Pleasant street favor-

Mr. and Mrs. Mr. and Mrs. A. S. Taylor on Somer-set avenue agree that their answer is "absolutely no." They say that if their town should be annexed or merge with Boston there would be an immediate tax increase and they could see no proportionate benefits.

"Advantage, Disadvantage"

H. P. Moody of Somerset avenue said: "My reaction to the proposed merger would depend on how much they would want to run our affairs down If we could keep our Board of here.

R. T. Tewksbury said: "I don't favor any alliance with Boston."

J. W. Simson said: "I don't see any

advantage in joining Boston. I favor it the way it is." Mrs. Simson said: "I don't see how it would work out any better."

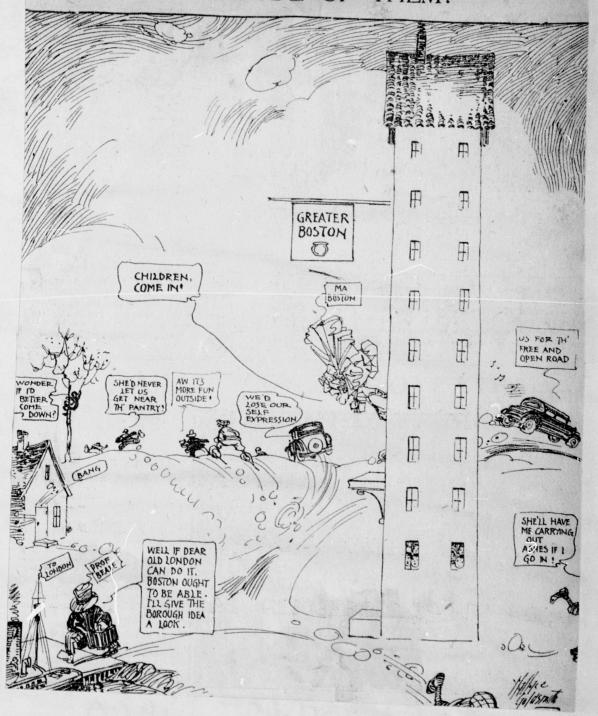
Strang of Pleasant hink it would be an Mrs. Rena M. Strang street said: "I think it

street said: 'I think it would be an advantage to be a part of Boston,"
William Law, also on Pleasant street, said: "What little I know about the politics of Boston makes me think we'd

better keep out."
William J. Corkham sald: "I'd favor
an alliance with Boston, but I should want Winthrop to keep its Board of Selectmen.

H. E. Goodwin said: "I think we ought to be with Boston. It would bring down taxes. But we ought to keep our own government."

POST 1/28/30 HOW RUDE OF THEM!



ner, which has become antiquated after storous and content which has reterday by the City Council at an upset ferred to the Council finance committee price of \$2500 in public auction. Repairs on the old boat would have cost \$200,000, so Mayor Curley drew up an order for the appropriation of \$350,000 to the City Council yesterday voted to shorten the South Station-Copley square has route so that the uptown terminal finance for consideration.

The Council also approved the auction The Council also approved the auction sale of the Old Armory Hall building at Maverick and Orleans streets, East Boston, at an opset price of \$5000. The structure, scene of many famous political battles, had been condemned by municipal inspectors.

At the request of the Boston Elevated, tion, was elected secretary, shorten the south Station-Copiey square bus route so that the uptown terminal will be at Clarendon street and Colum-bus avenue. The change was favored by Councillor Arnold of the Back Bay, who stated that it would help to relieve traffic congestion in Copley square.

CITY HALL NOTES

Construction of an additional wing at the Brighton courthouse at a cost of the ferryboat, General Sumner, which has become antiquated after 29 years of service, was authorized yesterday by the City Council at an upset price of \$2500 in public auction. Repairs on the old boat would have cost applied to the Council and the request of the Boston Elevated, at the request of the Boston Elevated, and the request of the Boston Elevated and the request of the Boston Elevated.

Post 1/28/30

EXPECT HOOVER TO SPEAK HERE

Gov. Allen Announces That President Will Be Invited to Make Tercentenary Address in July

appear and speak at the State's official exercises, scheduled for July 15,

HONOR PLACE TO VIRGINIA

Governor Affen, opening yesterday afternoon's public session of the Massachusetts Bay Tercentenary Conference of representatives of 100 cities and their international significance. lowns, to hear and consider plans for the tercentenary year, in the Gardner Auditorium at the State House, said that it is hoped that the President will be in attendance and have eminent place in the ceremonies. These will be

conducted at the State House.

To be invited, as well, will be the ambassadors and ministers of all foreign governments, and the Governors and their suites of the other States of the Union, with Virginia accorded a prominent and distinctive place. "such as her honorable history warrants" the as her honorable history warrants," the Governor said.

Pavilion at State House

Herbert Parker, former attorney-general and chairman of the State's entenary commission, further said that he celebration at the State House will take place on a great pavilion, to be a meeting place for the people of the world who come to Massachusetts to visit the founding place of free government.

The plans for the official State cele-bration are intended, Mr. Parker said, to make manifest "our thanksgiving to make manifest "our thanksgiving and praise, commemorative of Puritan ideals." The President of the United States, he hoped, will be an honored guest and voice the spirit of the tercentenary celebration's significance. Governor Allen, telling of the spirit and significance of the occasion, said that it is hoped that the State observances are to be in commemoration of the Puritan foundations.

of the Puritan foundations.

Great Events in Commonwealth

"The celebrations," he said. "should hen respond to the inspirations of hese great events in the history of he Commonwealth. The establishment constitutional government, as, ruth, it was, though under a charter of Charles the First, is an event of tational portent and significance and as well, a matter of world-wide conderation.

"For here, in truth, were laid by the Puritans the foundation of a constitutional government, reflected in the

President Hoover is expected to of the nation itself.

International Significance

"It is manifest that the State cele-knows the significance of the events she celebrates. To the end that there may be opportunity for the peoples of the earth who have benefitted from the system of government here established, State observances must reflect

Beside the principal event at the State House on July 15, there will be other observances conducted by the State, he said, that shall recognize and memorate other features of the Puritan foundations. The State, through its commission, he said, will constantly commission. He said, will constant, maintain interested and sympathetic associations with the observances of towns and communities whose history is part, and a vital part, of that of the commonwealth itself.

Adventure and Enterprise

Mr. Parker added that among other things, the maritime spirit of adven-ture and enterprise will be included in celebration plans.

At the conference luncheon in the Parker House, Mayor Curley took oc-casion to score the previous adminiscasion to score the previous administration at City Hall for what he termed neglect of plans for Boston's part in the tercentenary celebrations. He promised that the city would spend about \$100,000 in connection with tercentenary plans, and would appropriate more money than usual for public celebrations on the helidays throughout the brations on the holidays throughout the

Monument on Comomn

He said the committee of Boston, for marking historic sites had been appointed and is already at work, expecting to have 100 additional sites designated to the control of the con nated by bronze tablets within the coming four years. In this respect, he said, the great thing to do is to commemorate the first settlers of Boston by a suitable monument, suggested for erection on Boston Commemorates. Boston Common about opposite 59 Beacon street

He said if the commission approves it, he will send an order to the City Council next Monday an order for \$35,000 to make the bas relief for the monument

OLDAGETAX SUGGESTED BY CURLEY

One Cent a Gallon on Gasolene as Fund Producer

Making his first appearance at the State House yesterday in favor of his own bill for removal of the tax limit for Boston, Mayor Curley found opportunity for declaring himself in favor of establishment of a system old-age pensions to provide for unemployment and for the care of those who have passed the active stages of their lives.

ONE CENT ON GASOLENE

The Mayor spoke before the committee on municipal finance and said that if a portion of the gasolene tax-one cent or one-half cent per gallon-were set aside for old-age pensions, it would be possible within a comparatively few years to establish a fund running into the millions which would care for all those of advanced age who are unable care for themselves.

He declared that whether such a system is called socialistic or otherwise, it is one which the State must face in the comparatively near future. He argued that Boston could not be expected to provide for the infirm and those out of employment, and pointed out that men and women come into the capital city of the State, not only from other municipalities, but from as far away as Nova Scotia, to seek employ-

Speaking of the tax limit, the Mayor said he felt like a mendicant coming to he State House asking that the Legisature allow Boston to expend such money as may be found to be necessary to take care of its rapidly increasing axpenditures. The limitations imposed by a statutory tax limit, the Mayor said, make it difficult for the city to said, make it diment for the city to arrange its budget and provide early in the year for its annual expenditures. He said that if there were no statutory tax limit the Mayor could, except in the first year after his election, submit his budget to the City Council in the month of January. There is not enough time of January. There is not enough time between his first election and his taking over of the office to allow him to prepare a budget for submission early in

pare a budget for submission early in the year.
"Moreover," he added, "the Mayor is so busy removing Republicans from city jobs and filling their places with competent Democrats that he has no opportunity to get down to the real financial problems for several weeks after his inauguration."

The committee took the matter under advisement.

TERCENTENARY PLANS OUTLINED

Delegates from Outside City Report at Conference

LISTEN TO TALKS BY GOVERNOR, MAYOR

At an all-day conference at the State House yesterday, chairmen and delegates from a large number of Massachusetts cities and towns planning tercentenary celebrations reported on programs in preparation and listened to addresses by Gov. Allen and others outlining the broad scope and purpose of the statewide observance.

The meeting was held under auspices of the tercentenary conference of city of the tercentenary conference of city and town committees, which is func-exchange of ideas and as a co-ordinating body giving direction and stimulus to the programs of the city and town committees. The president of the conference, Prof. Joseph H. Beale of Harvard law school, presided.

Mayor Curley addressed the gathering at a luncheon at the Parker House at noon, in which he gave assurance of

at noon, in which he gave assurance of his warm support for the observance and sketched some of his plans for an and sketched some of the pane of Bos-elaborate celebration by the city of Bos-ton. He announced that he will re-appoint the committee of 100 named by him in 1925 to prepare a program of the the city's observance and that he will add to the committee some 200 more men and women having a strong sense of civic pride.

Mayor Curley said the city will spend about \$100,000 and in addition will appropriate more money than usual to observe several patriotic holidays, the celebration of which will be impressed with the spirit of the tercentenary year.

AFTERNOON SESSION

At a public session of city and town delegates in the State House in the afternoon, addresses were made by Gov. Allen, Herbert Parker, chairman of the state tercentenary commission; John J. Walsh, acting president of Massachusetts Bay Tercentenary, Inc., and Frank E. Morse, of the state department

In his address, Gov. Allen said, "It is to be noted that the state observances are to be in commemoration of the Puritan foundations. The establishment of constitutional government as in truth of constitutional government as in truth it was, though under a charter of Charles the First, was an event of national portent and significance, and as well a matter of world-wide consideration. For here in truth were laid by the Puritans the foundations of a consti-tutional government reflected in the constitutions of all our states and that of the nation itself."

of the nation itself."
Prof. Beale opened the afternoon with
the assurance that the tercentenary observance is certain of success and that
progress already made indicates that
the whole world is to be aroused to the
fact that the spirit of the Puritans persists abundantly in this day here

in Massachusetts. Former Atty.-Gen. Parker told of some of the major plans for commemorating the birth of liberty and of free government in Massachu-setts, and bespoke his confidence that the public meeting planned for July 15 before the State House will attract to the commonwealth statesmen and dignitaries of the principal nations of the

Mr. Walsh said Boston will take a prominent part in the celebration, but only insofar as its traditions and place in history warrant. He urged the other communities to make similar observance of their own part in the early destinies

of the commonwealth.

During the morning session, the city and town chairmen and delegates were taken on an imaginary tour of the his-toric routes and itineraries the conference committee has mapped out. ing the course of this "tour," as conducted by representatives of various cities and towns participating in the celebration, keen rivalry asserted itself over the location of certain historic "shrines." Arlington, Chelsea and Revere, for example, through their respective delegates, each claimed to have the site of the first grist mill in the Bay colony. Plans already in the make in each of these communities have included a focusing of public attention on its possession of the site or actual structure of the first grist mill.

CURLEY PLEADS FOR OLD-AGE PENSIONS

Would Increase Gasoline Tax To 3 Cents for Money

Mayor Curley went to the State House resterday to urge an increase in the state gasoline tar; to provide for a system of old age pensions which would relieve what he called "distressing conditions of unemployment" in the city.

Before the legislative committee on municipal finance at a public hearing he declared that he was in favor of old age pensions, and advocated an increase from two cents to three cents in the state gasoline tax to provide for the

operation of a system of relief.

The hearing was on the bill of the mayor and Senator John P. Buckley of Charlestown to allow the city to set its

own tax limit, instead of having the limit set each year by the Legislature. "It is a demeaning process for a may-or to have to take his hat in his hand and come to the Legislature on the tax limit," he said.

In his plea for an increase in the gasoline tax he said that unemployment must be ever increasing in the future because of the unwillingness of indus-trial leaders to employ men over 45 years of age.

He would prefer to have old age pensions handled by the federal govern-ment, he said, but since that seems un-likely he urged the state to take it

COMMUNISTS ABANDON PARADE TO CITY HALL

Communists who threatened to lead a parade to City Hall yesterday to demand from the city council relief for unemployment, abandoned their plans, when they learned that a heavy detail of police had been assigned to keep them from entering the municipal building. A score of officers awaited the paraders. A half-dozen men were stationed at the School street entrance, while the others were inside City Hall.

MAYORS TO CONFER ON DISTRICT AFFAIRS

Will Discuss Plans for "Protection of Interests"

Mayor John J. Murphy of Somewille yesterday issued an invitation to the executive heads of cities and towns in the metropolitan district except Boston

the metropolitan district except Boston to meet in conference and consider the advisability of forming into a "cooperative working organized unit" in order to protect their mutual interests. The call contains no specific basis for co-operation or plan of action, but it is believed that its primary purpose is to effect organization of the cities and towns in the metropolitan area, excepting Boston, on lines intended to give them representation and voice in the activities and expenditures of the metropolitan district commission. Mayor Murphy, in a recent interview, went on record as opposed to Mayor Curley's metropolitan Boston plan except for purposes of census enumeration.

He favors an organization of mayors

purposes of census enumeration.

He favors an organization of mayors and selectmen of the cities and towns in the metropolitan district whose consent would be necessary before development plans of the metropolitan district commission could be put into effect.

The conference sponsored by Mayor Murphy is to be held at Somerville City Hall Saturday afternoon at 2 o'clock.

On petition of Mayor Curley, Rep. Harold P. Duffie of Boston filed a bill to provide for preference in temporary employment by cities and towns of persons who are heads of families in accordance with the number of their dependents during periods of emergency and degrees in cy and depression.

Post 1/28/30

BAY STATE "BLOC" AIM OF CURLEY

Urges Hard Fight for Shoe Tariff in U.S. Congress

Charging that certain interests at Washington seek to destroy New England's boot and shoe industry to protect the investments of international bankers in Czechoslovakia, Mayor Curley last night urged the Bay State delegation in Congress to form a bloc against farm relief and other legislation until the support of the Middle-West and other groups offer some relief for this section of the country.

ALIEN BAN ILLOGICAL

The Mayor derided the restriction of immigration for the benefit of American labor in view of later legislation which permits European sweatshop products to flood the market here. He pointed out that imports on boots and shoes had jumped from 200,000 pairs in 1922, to 6,182,000 pairs in 1929, with Czechoslovakia sending more than 80 per cent of the total.

The Mayor protested that the \$10,-500,000 worth of shoes furnished by Czechoslovakia should have been produced by New England if Congress had given this section of the country a square deal in the tariff bill.

The invason of foreign-made boots, shoes and leather findings from 1924 to

The linvason of foreign-made boots, shoes and leather findings from 1924 to 1928 attended the closing of \$17 shoe plants in this State, reduced the wages from \$79,732,000 to \$72,157,000, and the employees from 69,505 to 63,093, which meant that 6412 shoe workers went jobless.

"Extreme Measures Necessary"

In his communication to the Bay State's two Senators and 16 Congressmen, the Mayor stated that the value of boots and shoes manufactured in Greater Boston in 1928 reached \$114,477,047, ranking this industry first not only in Boston but also in the entire State.

The text of the Mayor's letter, in part, follows:

"Under ordinary circumstances I am averse to suggesting to any member of the Congress of the United States a possible course of procedure.

possible course of procedure.

"The threat, however, to the continued existence of the boot and shoe industry in the territorial limitations of what is known as Greater Boston, in the failure of the United States Senate to provide any measure of protection

to this industry, prompts me to write you.

"The Massachusetts State census for the year 1928 discloses the fact that the value of boots and shoes manufactured in Greater Boston was \$114,477,047, apportioned as follows:

Boston .											\$30.85	1,477.00
Lynn						'n.						1.243.0
Chelsea	48.	1					Ú,				8.74	8.725.0
Beverly .											2.62	6.008.00
Brockton											39.37	5.061.0
Everett											1.16	8,734.00
Salem											3.71	5,799.00
2 . 2				74								

"Growth of Imports Illuminating"

"In the value of products in the boot and shoe line, including cut stock and findings, this industry ranked not only first in 1928 for the city of Boston, but likewise first for the Commonwealth of Massachusetts.

of Massachusetts.

"The growth of imports is most fluminating. In 1922 the total imports of men's, boys', women's and children's boots and shoes was less than 200,000 pairs, while in 1929 it was in excess of 6,500,000 pairs.

"Boot and shoe importations from Czechoslovakia in 1929 was about 4,500,-00 pairs, valued in excess of \$10,500,000, while the total imports to the United States in the same year was 6,182,000 pairs of leather boots and shoes, valued at \$17,000,000.

"Fully 80 per cent of the imports of women's shoes were received from Czechoslovakia, where, previously, the principal source of production was Massachusetts.

Protection Vitally Needed

"The effect of the invasion of American markets in the shoe industry is best attested by a study of the fixures of this industry as they apply to the Commonwealth of Massachusetts."

'In 1924 the total number of /stablishments engaged in the leat/er industry, including manufacture of boots and shoes, cut stock and findings, was 948; the number of employees was 69,505, and the value of the products \$307,234,-

"In 1928, the last year for which complete figures are available of 131 establishments, the number of employees was reduced to 63,093, a reduction of 6412, while the wages paid were reduced from \$79,732,000 to \$72,157,000.

It requires no very vivid imagination or knowledge of economics, for any individual to determine the duration of the existence of the boot and shoe and leather findings industry in Massachusetts, unless protection is provided.

"Retaliatory Programme"

"It is apparently the purpose of certain interests in Congress to safeguard the investments of international bankers, even though such a course might result in the destruction of any established American industries, through fauture to provide protection from invasion of our markets by foreign made goods.

"The continuance of the present policy, which permits the flooding of American markets with manufactured boots and shoes, fabricated in countries where neither the wage scale nor living conditions are comparable to those obtaining in America, threatens the chief industry of Massachusetts unless adequate protection is provided.

"I trust you will pardon the suggestion, but, in my opinion, extreme measures are necessary if these industries are to be saved from destruction through an invasion of cheap labor and foreign made goods.

"I beg to suggest the advisability of a conference of Massachusetts Senators and Representatives to consider the adoption of a retallatory programme toward farm relief, or any other pending legislation, unless action is taken for the preservation of these established industries which represent the chief means of livelihood of many thousands of self-respecting men and women in the cities and towns of Massachusetts."

NO ACTION YET FOR CITY JOBS

Although the members of the State Civil Service Commission yesterday interviewed 10 of Mayor Curley's appointees to office, the board took no action relative to confirmation of any of them, but will probably consider some or all of them in executive session today.

Included in the group who appeared before the commission yesterday were Joseph A. Conry, named for traffic commissioner: Joseph A. Rourke, for commissioner of public works; Samuel Silverman, for corporation counsel; Peter F. Tague, for principal assessor: James E. Maguire, for institutions commissioner; Mrs. Colin MacDonald, for the election commission; John J. Lyson, for soldiers relief commission: Eugene C. Hultman, for building commissioner, Edward F. McLaughlin, for fire commissioner, and William Spottiswood, for sinking funds commissioner.

RECORDIASIS CURLEY URGES FIGHT TO SAVE SHOE INDUSTRY

A retaliatory blow at farm relief and other pending legislation was suggested by Mayor Curley last night to Massachusetts senators and representatives, unless action is taken by Congress for the preservation of the shoe industry upon which thousands in this State depend for their livelihood.

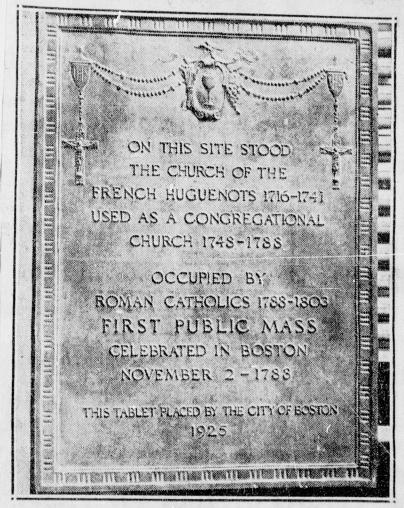
Calling attention to the fact that boot and shoe manufacturing is the most important industry in this State and that the failure to give it tariff protection threaens its destruction, the mayor says in his communication to senators and congressmen from this State:

"It is apparently the purpose of certain interests in Congress to safeguard the investments of international bankers, even though such a course might result in the destruction of any established American industries through failure to provide protection from investigation of our markets by foreignmade goods."

Council Orders Sale of Old Ferry Boat

Sale of the 30-year-old East Boston ferry boat General Sumner and the construction of a new ferry at a cost of \$350,000 was approved vesterday by the City Council.

Will Mark Site of First Catholic Church



"LOST" MEMORIAL TABLET FOUND

Photo of the bronze memorial tablet which will be placed on the balcony at 18-22 School street, marking the site of the first Catholic church in New England. The tablet had been missing for five years until found recently in a closet at City Hall.

Balked by glass display windows from placing the memorial tablet on the ground floor where it could be seen by pedestrians, city officials will place the bronze plaque on the fire escape balcony at 18 to 22 School street, commemorating the site of the first Catholic church in New England, it was decided yesterday at City Hall.

There it will remain until a new building is erected at 18 to 22 School street, at which time, city historians will appeal for a niche in the street floor front.

Chairman Walter Gilman Page, John F. Paramino, sculptor, and Charles A. Coolidge, architect, members of the Mayor's commission for marking historical sites, inspected the School street site.

The tablet recalls that the site was first occupied by the French Huguenots from 1716 until 1741, by the Congregational Church from 1748 until 1788, and by the Roman Catholics from 1788 until 1803, recording that the first public mass was celebrated in the church on Nov. 2. 1788.

SOMERVILLE MAYOR CALLS CONFERENCE

Mayor John J. Murphy of Somerville has sent out invitations to the Mayors of the cities and Selectmen of the towns within a radius of 15 miles of Boston to meet with him for a conference on the Greater Boston question, in the Aldermanic Chamber at Somerville City Hall, next Saturday afternoon, at 2 o'clock. He calls attention to the fact that Boston, with its 800,000 population, has far more representation in the State Legislature than the cities and towns of Greater Boston has with their 1,206,000 population.

\$25,000 FOR LEGION GUESTS

City Gives Fund for Entertainment of Delegates

For the reception and entertainment of the delegates to the national convention of the American Legion which will be held here this fall, the city government yesterday appropriated a fund of \$25,000. The order, authorized by the Legislature, was voted by the City Council and signed by Mayor Curley.

Plans are being prepared to make the 1930 convention the best on record, for in addition to the city fund, the State Department of the American Legion and the State government will also provide money to entertain the war veterans.

THE OLD AGE TAX

An extra tax of one cent on every gallon of gasolene sold in this State would, with its compound interest, in a comparatively few years provide a sizable fund for the crying need of old age pensions in this State. Mayor Curley's suggestion (it is no more than that) made in the State House yesterday is practicable.

There will be plenty of objection to the idea if it ever progresses beyond the suggestion stage. Motorists will naturally inquire why they should be selected to bear the burden alone. They will have a good argument, even though nearly everybody with even a fair income nowadays is a car owner, and so would be subject to this extra assessment. It would not be considered a drastic form of "class" legislation. But if the automobile is still considered a luxury and the tax a luxury tax, the question of why other luxuries should not also be taxed would be pertinent. To pick out one form of luxurious expenditure might be termed unfair.

Many believe that a reasonable tax on incomes is the most equitable method. By that procedure those who are most likely to need pensions in their advanced years will contribute to their own future support by their own self-denial. We shall arrive at a solution some day.

GLOBE 1/28/30 AM

Will Again Supervise the Work of Health Units

resumed a position created largely by himself with the Boston Health Department, under the approving supervision of Mayor Curley and Health Commissioner Dr Francis X. Mahoney. The city position has been kept open for nearly two years, ever since Dr Wilinsky took charge of the



DR CHARLES F. WILINSKY Director of Beth Israel Hospital and deputy Health Commissioner of City of Boston

Beth Israel Hospital, in the hope that he, despite his affiliation with the hospital, would somehow find the time to fill his accustomed place in the scheme of things regarding Boston's public health.

Dr Wilinsky served the city from 1909 until June, 1928, first as school physician, then as medical inspector, then as organizer of the Blossom-st health unit, and finally as deputy health commissioner in charge of child health commissioner in charge of child hygiene and the numerous health units, which followed the experimental Blossom-st institution and all but revolutionized the public health and welfare work in Boston.

That Dr Wilinsky returns to a labor of love is evident by an unusual fact revealed by a Beth Israel Hospifact r

Inat Dr Wilinsky returns to a labor of love is evident by an unusual fact revealed by a Beth Israel Hospital trustee. Dr Wilinsky is continuing as director of the hospital, which he has agreed to guide through the first decade of its existence. The trustees were by no means willing to give him up to the city, and the doctor was decidedly unwilling to refuse the request of Mayor Curley that he resume supervision of the health units. It so happens that the new hospital needs money as well as direction. Dr Wilinsky, according to the trustee who furnished the news, settled the matter by agreeing to contribute to the hospital every cent of his city salary.

Dr Wilinsky, in the profession, is recognized as an authority on child hygiene and public health, both of

TO SERVICE OF CITY

which have held his deep interest for 20 years or more. Dr Wilinsky made a careful study of health units and, at the request of the Mayor, organized a similar service on Blossom st, in the West End. For seven years, from 1915 to 1922, he developed this unit, and with it completely won the Mayor's favor.

favor.

In 1922 George Robert White's will provided a large income to be used for such things of public utility and beauty as might serve the interests of the people of Boston. This purpose, the

Will Give Salary to Beth Israel

Hospital and Continue as Director

Yesterday Dr Charles F. Willnsky, director of the Beth Israel Hospital, director of the Beth Israel Hospital, resumed a position created largely sections of Boston. This purpose, the trustees decided, would be best accomplished by a wide extension of the health unit system.

Dr Willinsky, with the approval and cooperation of George E. Phelan, manager of the White fund, was put in charge of the work and spent the next six years in building and putting into operation new units in the poorer sections of Boston.

CURLEY URGES TAX TO PENSION THE AGED

Add Cent to Would Gasoline State Levy

Old age pensions to be provided for by raising the gasoline tax from two to three cents a gallon were advocated by Mayor Curley before the Legislative Committee on Municipal Finance yesterday. He urged legislation to remove State restriction in establishing a tax limit in the city of Boston.

He began his address with a plea on the tax limit subject but devoted most of it to the unemployment situation.

Mr Curley estimated that if one-half of the additional cent were set aside for a period of say 25 years, millions would be accumulated to handle the old-age pension question in the future.

He declared that he found that in

public welfare work by the city. In the next year the expenditure was \$1,-750,000, but in 1929 it had jumped to \$2,240,000. 1925 \$1,500,000 had been expended for

More striking than this, the Mayor More striking than this, the Mayor said, was the fact that relief is not given as exclusively as previously to people of extreme old age, but is given to people just over 45, out of employment. He said that last week 600 men reported every day seeking an opportant to keep tunity to saw wood to get food to keep themselves and their dependents alive.
The city of Boston, said the Mayor,

was planning many public projects to give work, but declared that owing to necessities of advertising, etc, this work could not be started much before Feb 25 and that it might be Spring

before the work actually started.
Touching more specifically on the
tax-limit bill before the committee, the Mayor said that department estimates submitted to him showed increases of \$20,000 over actual expenditures of last year. Mr Curley felt that he might decrease this increase by 50 percent. He would like to decrease it, he said, 75 percent, but this seemed hard-

GOODWIN CHARGES **BLOW AT TUNNEL SITE**

Calls Bacon Bill Attempt to Take Power From City

Discusses Land Purchases--Senator Explains Metropolitan Plan

Frank A. Goodwin, chairman of the Boston Finance Commission, charged at a hearing yesterday that a bill of Pres Gaspar G. Bacon of the State Senate to amend the Elevated bill of last year was an attempt to transfer from the Boston commission the power to build the East Boston Tunnel.

The bill, which would create a Metropolitan Transit Department of five and divorce the creation of the department from transfer to titles to the subways, was given a hearing by the Legislative Committee on Metropolitan Affairs.

Mr Goodwin told the committee that "there is no question that this is a Harriman-Bottomley bill, and although Harriman-Bottomley bill, and although it may bring about the purposes pointed out by the Senator, the important thing is that it is an attempt to take away from the Boston Transit Department the power to build the East Boston Tunnel."

Says Boston Should Build It

Goodwin said that some years ago Mr Harriman favored a loop highway and a group of real estate men purchased a lot of land along the route. "This didn't go through," he said, "and they were left holding that bag. When the East Boston tunnel bag. When the East Boston tunner came along it developed that the Boston terminal would take most of this land and a lot more. This caused the group and a lot more to buy more land." land.

Later, Goodwin said, the site was changed, and he charged that "this bill was introduced in order to see that the tunnel is built where the original

"The Finance Commis. on is opposed to the amendment because the city is paying for the construction of the tunnel; it is separate from other trans-portation facilities and Boston should build it."

Senator Denies Charge

Pres Bacon called the committee's attention to various provisions of last year's measure, pointing out that it would create a metropolitan transit department of three and that the transfer of the titles to the existing subways was tied up with the creation of the new commission.

He said his bill called for the creation of a new transit commission of five, of a new transit commission of five, which would consist of one person to be appointed by the Governor, two by the Mayor, one by a majority vote of the trustees of the district, and one to be elected by a majority vote of the trustees of the Boston Elevated.

Ex-Mayor John F. Fitzgerald and Thomas H. Bilodeau, legislative counsel for Boston, also spoke in opposition.

sel for Boston, also spoke in opposition to the bill.

Pres Bacon took the floor a second time to deny that the bill had anything to do with the East Boston tunnel. As regards the majority membership on the board, he said he would agree to amend his measure to provide for the appointment of three members by the Mayor and two by the Governor. GLOBE 1/28/30 AM

TELLS BOSTON'S PART IN TERCENTENARY

Mayor Says City to Spend \$100,000 in Observance

President of France Will Be Invited for July 4 Exercises

Mayor Curley yesterday outlined Boston's part in the forthcoming State tercentenary celebration.

He addressed a session of the tercentenary conference of city and town committees in the Parker House. The committees had met earlier in the day at Gardner Auditorium, State House.

The Mayor said the city of Boston would not be niggardly in spending money to discharge its tercentenary obligations.

To Spend \$100,000

The Mayor stated that the city would probably spend around \$100,000 as its part in the great observance. He criticised the previous administration for not having, as he claimed, fully continued the work of putting up markers on historic spots about the city.

"There are 400 additional sites yet to be marked," Mayor Curley said, "and if the original program had been carried out, all these places would have been properly marked today."

He spoke of plans under way to properly mark Boston's first spring, the site of which is on Boston Common, shout copposite 50 Beacon st

about opposite 50 Beacon st.

"It has been suggested," he said,
"that the marker, a bas relief, be
placed at the entrance to the Common,
at Spruce st. If the Art Commission
approves the design decided upon I
would at once put an order in the City
Council for an appropriation."

Would Revive Spring

Prof Joseph H. Beale, president of the tercentenary conference, asked the Mayor if it wasn't possible for the Park Department to arrange to have the old spring gush forth again. The Mayor said it might be possible to have water flowing from the spring, though it would not be the original spring water. He hoped to see the memorial marker in place in time for dedication in September.

In aketching some of the plans for Boston's observance, Mayor Curley said there would be suitable recognition of Washington and Lincoln. Supt Burke of the School Department, he said, is to prepare an able reply to the detractors of these two great men.

"We need someone to defend even the saints, as long as a certain professor is at large," he declared. The Mayor stated that a list of 300

The Mayor stated that a list of 300 eminent men and women of the city has been selected to form a Boston tercentenary committee and that the first meeting of this committee will be he'd in the Old South Meetinghouse region.

The anniversary of Boston's first government will be observed, the Mayor said, and on June 17 all organizations in the city will be asked to participate in a great parade and pageant, with probably 25,000 persons participating.

On July 4, Mayor Curley said, the

On July 4, Mayor Curley said, the President of France and the relatives of Lafayett's and Rochambeau will be invited to come here and witness a reproduction of the Continental Congress in session on Boston Common, and the resigning of the Declaration of Independence.

Holidays Observed

Boston's own birthday will be suitably recognized, the Mayor said, also Patriots' Day, Bunker Hill Day and Columbus Day, On Columbus Day, he said, the Presidents of the Republics in Central and South America and Cuba will be invited to come and participate.

Following the luncheon the conference returned to Gardner Auditorium where Gov Allen gave the delegates a cordial welcome.

Speaking of the part that the State will take in the Tercentenary observance Gov Allen said:

"It is to be noted that the State observances are to be in commemoration of the Puritan foundations. The celebrations should then respond to the inspirations of these great events in the history of the Commonwealth.

"The establishment of Constitutional Government as in truth it was, though under a charter of Charles the First, is an event of national portent and significance, and as well a matter of world-wide consideration. For here in truth were laid by the Puritans the foundations of a Constitutional Government reflected in the Constitutions of all our States and that of the Nation itself.

"It is manifest that the State celebrations shall be of such character, such dignity, such manifest relation to the true perspective of history that we shall all know and realize that our Commonwealth knows the significance of the events she celebrates. To the end that there may be opportunity for the peoples of the earth who have benefited from the system of Government here established, these State observances must reflect their international significance.

Points to Big Event

"The great event recognizing these inspirations will be conducted at the State House on July 15, to which the Nations of the earth will be asked to send their participating representatives. It is hoped that the President of the United States will be in attendance and have eminent place in the ceremonies. Many States, by their executives and their suites, will be also honored guests, and Virginia will have such distinction as her honorable history warrants.

"There will be other observances conducted by the State that shall recognize and commemorate other features of the Puritan foundations. The State Commission, constantly mindful of the responsibilities placed upon it, will give the utmost of its service to make these events worthy of their occasion.

"The State, through its commission, will constantly maintain interested and sympathetic associations with the observances of town and communities whose history is in part, and a vital part, of that of the Commonwealth itself.

Chairman Herbert Parker of the State Tercentenary Commission, pointed out the aims and ideals of the coming celebration and the duties assigned to his commission. It should be made clear, he said, just what it is that Massachusetts is commemorating

John J. Walsh, acting president of the Tercentenary, Inc, said that the New England conscience was a heritage from the Puritans. He said he had listened with impatience to those who would disparage the Puritan influence, on the ground that the Puritans were said to be buccaneers. They were disparaged, thus, the speaker said, merely because they happened to have been good business men.

Mrs Stephen P. Hurd, State regent of the Daughters of the American

Mrs Stephen P. Hurd, State regent of the Daughters of the American Revolution, reported on plans of that organization to cooperate in the com-

ing celebration.

During the forencon session, reports were submitted by delegates on the activities of local committees in towns and cities. Dr Charles H. Bangs, president of the Massachusetts Old Home Week Association, reported for his organization.

Frank E. Morse of the State Department of Education spoke on the Tercentenary book for education use in schools.

LADIES' HAIRDRESSERS ASS'N GREETED BY MAYOR CURLEY

Members of the Ladies' Hairdressers Association of New England presented a musical farce in three acts, "Two Wise Fools," as the feature of the evening session of their three-day convention in the ballroom of the Copley Plaza Hotel last night.

Prior to the presentation, Mayor Curley extended the greetings of the city to the members of the association. He was introduced by L. Max, president of the organization.

of the organization.

The play was written for the hair-dressers by Miss Aurelia Turiello, editor of the Revere Budget, and her sister, Miss Virginia Turiello of Emerson College. The play attempted to show the difference between the modern beauty salon and the poorly equipped beauty parlor.

ped beauty parlor.

The following members of the cast are undergraduates at Emerson College: Miss Lillian Simpson, Miss Helen Deery, Miss Anne Ryan and Miss Rachel Spinney. Members of the association in the cast were: Miss A. Celi, Miss Alice T. Good, Miss Effie E. Lapham, Miss D. Donovan, Miss Linea Truelson, Miss Mary Dimasi, Miss Gertrude Burrill, Miss Dorothy Hertig.

Booth holders will present a style show tonight, in which many attractive girls will display the latest modes of hairdressing.

EMERGENCY EMPLOYMENT BILL PUT IN FOR CURLEY

Representative Haroid R. Duffie of Boston yesterday filed with the clerk of the House a bill of Mayor Curley to provide for preference in temporary employment by cities and towns to persons who are heads of families in accordance with the number of their dependents during periods of emergency or depression.

HERALD 1/28/30

PRODUCTIVE PARAMINO To the Editor of The Herald:

"Tell me about Paramino; who he?" asked a news editor whose business it is to be a Who's Who of Boston. Others must be inquiring similarly when the Italianate name of this prolific sculptor comes into the news, as in connection with the tercentenary observance.

Although John Francis Paramine figures prominently in the news columns every now and then, sometimes through indirect involvement in a political controversy, little can be said about his career and personality except that he is an industrious, serious, highly responsible artist, now in his 40's, whose Huntington avenue studio is always full of jobs. These come to him, his friends will tell you, because architects and politicians find him agreeable to deal with and, especially, because he gets his work well done and on time. He is American-born, of South Shore Italian parentage. He studied with the late Bela Lyon Pratt at the Museum of Fine Arts and he had a season or two at the Saint-Gaudens studio, Cornish, N. H. Before the war he was trying to do big sculptures in the smallest of the Grundmann studios. He had married and was rearing a family at Arlington

rearing a family at Arlington.

In the last 12 years things have broken well for John Francis Paramino, and without many of the important social contacts and club memberships that are supposed to constitute success for an artist in Boston. The willingness which this young sculptor has shown to do complicated and tedious lettering, without assistance, manual or mechanical, must have been a factor in bringing more inspiring commissions than gravestones to his shop. A long inscription tempts slighting—wishing it off on some convenient George to do. Paramino probably was not especially, or even patriotically thrilled when Mayor Curley asked him to letter the entire Declaration of Independence on one panel for erection on the Common, but he did it cheerfully, with his own hands and brain. He is possibly the only person who has ever read that whole inscription, unless it be Mr. Curley himself. At the suggestion of Charles A. Coolidge, architect, Paramino has designed many headstones of colonial character; he has thus done his bit to bring art back into the cemetery, where it is surely much needed.

tery, where it is surely much needed.

Through his being extensively employed by Mayor Curley's first commission on marking historic sites, of which Walter Gilman Page was chairman, Paramino came within the purview of the City Hall politicians. His tablets were regarded as not only artistic, but notable in that they were finished on time. This latter is a consideration when a dedication has been planned. Not all clever sculptors are famous for celerity and reliability. Procrastination is usual and normal in some well-known studios. Paramino, it is no secret, lives up to a reputation for being there with the goods. A tip the other day to the effect that a sketch from him might be considered for the municipal observance of the tercentenary led to his working, in co-operation with Mr. Coolidge as architect, night and day to be ready with his project for a Blaxton memorial on the Common, a sketch of which has been published in The Herald. Whether this conspicuous and desirable commission does or does not come John Paramino's way, he is already about as largely represented in Boston as is any sculptor from Deacon Ehem Drowne's day to our own.

Lowell, Jan. 26. F. W. COBBEN.

TRECORD /28/30

Labor of Love

The city administration and the health department are to be congratulated in the resumption by Dr. Charles F. Willinsky of his former duties as supervisor of the municipal health units.

In this instance it is a labor of love on Dr. Willinsky's part as trustees of Beth Israel Hospital, where he has been director for the past two years, announce that he is contributing to the hospital every cent of his city pay as health unit supervisor.

Dr. Willinsky is a recognized authority on child hygiene. He organized the Blossom st. health unit at request of Mayor Curley. When the George Robert White Fund made possible the development of the health unit plan on a large scale Dr. Willinsky was put in charge of that task. Then Beth Israel Hospital obtained his services in the summer of 1928. Now he returns to child hygiene and health unit supervision for the city.

HERALD /28/30

OLD AGE PENSIONS

A Commonwealth of industrious, thrifty self-reliant people who believe that a minimum of governmental interference in private affairs best conduces to a continuance of our well being, Massachusetts will hesitate a long time before adopting an old-age pension system. The budget of our State Department of Public Welfare amounts for this year to about \$6,000,-000, a large part of which will be applied to relief under careful supervision. Many able students of public affairs believe that this kind of aid, not an out-and-out, inelastic pension scheme, tremendously expensive, subject to abuse and in the end likely to weaken the moral fibre of the people, is the best solution of the problem which Mayor Curley outlined vesterday.

Only three states now have old-age pension laws, Wisconsin, Montana and California. The experience of those states and of the old-world countries which have similar laws has not been of a kind to justify a repetition of the experiment here. Let us remember also that it is proposed to have the State buy and operate the Elevated, thereby engaging in a hazardous venture on a grand scale; and that it is also proposed that we have a state-fund insurance arrangement for motorists.

It is a good time for the people of the Commonwealth to reflect on the great change which will come over our institutions if the State tries these highly questionable practices. Once set up, the machinery for administering such activities can be scrapped only with the greatest difficulty even if abuses become widespread and expenses accumulate year after year. The Commonwealth has done extraordinarily well by adhering to old and tried principles of government, and probably takes better care of its dependents than any other state in the nation.

CURLEY URGES RETALIATION

duty on European-made shoes.

Attributing the refusal of the Senat to impose a duty on boots and shoe "to the purpose of certain interests i Congress to safeguard the investment of international bankers, even thoug such a course might result in the de struction of any established America industries, through failure to provid protection from invasion of our market by foreign-made goods," the mayo called on senators and representative to make a real fight to save the sho

industry. are not only acessary but justifiable, to eliminate the competition of cheap Boston and Brookline Will labor and foreign made goods which Massachusetts shoe manufacturers, particularly the producers of women's footwear, have been unable to successfully cembat. Mayor Curley took the initiative to point out to representatives in

Congress how results can be acnieved.
To the senators and congressmen he wrote: "Under ordinary circumstances, I am averse to suggesting to any member of the Congress of the United States a possible course of procedure.

"The threat, however, to the continued existence of the boot and shoe industry, in the territorial limitations of what is known as Greater Boston, in the failure of the United States Senate

the failure of the United States Senate to provide any measure of protection to this industry, prompts me to write to you."

In 1928, he set forth, the value of the products of shoe factories in Boston, Lynn, Chelsea, Beverly, Brockton, Everett and Salem was \$114,477,047, thereby making the industry, including cut stock and findings, the leading industry in Boston and in Massachusetts.

He compared imports of shoes in 1922 of less than 200,000 pairs with similar imports in excess of 6,000,000 pairs in 1929 and pointed out that 4,500,000 were produced in Czechoslovakia. The total imports of boots and shoes made of leather last year were 6,182,000 pairs of a value of \$17,000,000.

O00,000. These Czechoslovakian shoes, he added, have supplanted shoes which were made in Massachusetts factories and in support of that stand he declared that establishments engaged in the leather industry in Massachusetts had decreased from 948 in 1924 to 817 in 1928, that employes had dropped shoes, no which

from 69,506 to 63,098 and that the decrease in wages was more than \$7,-000,000.

"It requires no very vivid imagina-tion," continued the mayor, "or knowl-edge of economics for any individual to determine the duration of the exist-ence of the boot and shoe and leather findings industry in Massachusetts un-less protection is provided.

SUGGESTS CONFERENCE

Asks Congressmen to Figh

For Protection of Shoe

Industry

CITES INFLUX OF

FOREIGN PRODUC'

To protect the boot and shoe industry of Massachusetts, Mayor Curley yes terday suggested to Bay State congressmen the adoption of a retaliatory program to the terday suggested to Bay State congressmen the adoption of a retaliatory program to the terday suggested to Bay State congressmen the adoption of a retaliatory program toward farm-relief or any other pending national legislation until definite action is taken to impose a proped duty on European-made shoes.

Attributing the refusal of the Senat

VOTE \$35,000 TO IMPROVE FENS

Dredge Muddy River, Leverett Pond

\$350,000 PROVIDED FOR NEW FERRYBOAT

An agreement which commits Brookline to the payment of two-thirds of the estimated cost of \$105,000 led the Boston city council, yesterday, to take favorable action upon an appropriation order providing \$35,000 towards the expense of improving Muddy river in the Fens, and Leverett pond, which is adjacent to Huntington avenue.

Park Commissioner Long and the Brookline selectmen, who have been conferring about the matter since 1924, have agreed that Muddy river shall be dredged to a depth of five feet from Brookline avenue to a point in Leverett pond, 100 yards beyond the outlet of Mother brook.

This dredging will remove obstacles to a steady flow of water, will eradi-

to a steady flow of water, will eradicate mosquitos and will, it is believed, result in the return of fish to the pond

and river.

The work will necessitate the removal of 40,000 yards of material which Park Commissioner Long intends to use in the filling and grading of Columbus park in South Boston. The agreement

which binds Brookline to assume two-thirds of the cost of the work is the most favorable settlement which Boston has been able to obtain. In 1925 it has been able to obtain. In 1925 it was suggested that Brookline would assume 58 per cent. of the cost and the following year this offer was increased to 60 per cent.

TO BUILD NEW FERRY

The council authorized the saie at public auction at an upset price of \$2500, of the ferryboat Gen. Sumner, and approved the expenditure of \$350,-000 for a new steel boat.

Approval was also given to the sale at an upset price of \$5000 of the old armory building on Maverick street, East Boston, which is in such a dilapi-dated condition that repairs would cost

dated condition that repairs would cost more than its value.

To keep the city's part of the agreement with the Commonwealth, regarding funds for the American Legion convention, the council approved an appropriation order of \$25,000.

Mayor Curley recommended an appropriation of \$160,000 for an addition to the Brighton court house and the order was referred to the finance committee.

mittee.

Councilmen Mahoney of South Boston and Curtis of Back Bay were elected to the board of managers of the Old South Association, custodians of the Old South Meeting House.

The council will name three committees each consisting of seven members.

tees, each consisting of seven members, to be known as the Boston Tercenten-ary, the Port of Boston and the Greater

ary, the Port of Boston and the Greater Boston committees.

Councilman Wilson threatened a flareup on the matter of adding to the number of Elevated bus lines using down-town streets whe objected to a report of the committee on jitneys granting a permit for a bus line from the South station to Columbus and Clarendon avenues. He withdrew his objection when he learned that the new permit was necessitated by the discontinuance of this line between Clarendon and Columbus avenues and Copley square. Wilson asserted that there are too many buses in the retail district.

GLOBE 1/28/30 PM

RAISE FOR HUB'S CITY COUNCILORS UNOPPOSED

Bills to increase from \$1500 to \$2000 the compensation of members of the Boston City Council were not opposed

Boston City Council were not opposed at a hearing today before the Legistative Committee on Cities. Both Senstor John P. Buckley of Charlestown and Senator Michael J. Ward of Boston petitioned for such legislation. Senator Ward, a former member of the Council, outlined in detail the work of the Councilors, showing that they meet 52 days of the year, but are on duty every day in taking care of votors of their districts, committee meetings, etc.

Senator Buckley was asked by Representative Richard D. Crockwell of Medford if he would have any objection to a referendum to the people on the proposed increase. The Senator had

Senator James Torrey of Beverly questioned whether such an increase would be warranted, with 80,000 men out of employment in Boston.

HITSHARRIMAN ON TRANSIT BILL

Goodwin Charges Measure Would Take Tunnel from Boston Body

SEES TUBE BUILDING IN BOTTOMLY'S HANDS

Charges by Frank A. Goodwin, chairman of the Boston finance commission. that a bill introduced by President Gaspar G. Bacon of the State Senate is a Harriman-Bottomly attempt to take from the transit commission the power to build the East Boston tunnel brought to a head the opposition to the bill at a hearing yesterday before the legislative committee on metropolitan affairs.

The Bacon bill provides for an amendment to last year's "El" bill which would place the power to build subways and extensions in the hands of z metropolitan transit department of five members, according to Chairman Good-

ADVISES BILL BE DROPPED

"There is no question that this is a Harriman-Bottomly bill and the important thing is that it is an attempt to take away from the Boston transit

to take away from the Boston transit commission the power to build the East Boston tunnel. I don't believe we should waste much time on it, because it is ridiculous to think of passing it at this time," said Mr. Goodwin.

"This bill was introduced in order to make sure that the tunnel is built where the original plans called for its being built," he said, declaring that a group of real estate men have bought in heavily on the land which will be needed for the Boston terminal to the tunnel. tunnel.

"The reason why five members are proposed for the metropolitan transit department is that Harriman would be better able to control the group," Mr. Goodwin added.

Goodwin added.

He pointed out to the committee also that if the measure were enacted and the new department established after May the group will have no other work to do than the East Boston tunnel. "What is the hurry, why the undue haste?" he asked. "The question is the East Boston tunnel. The finance commission is opposed to the amendment because the city is paying for the conbecause the city is paying for the con-struction of the tunnel, it is separate from other transportation facilities and Boston should build it."

EXPLAINS MEASURE

President Bacon opened the hearing, explaining that the new transit com-mission provided for in his bill would comprise one member to be appointed omprise one member to be appointed by the Governor, two by the mayor, one by a majority vote of the trustees of the district, and one to be elected by a majority vote of the trustees of the Boston Elevated.

Last year's act, ne said, provided for an acceptance by the mayor and city council of the section relating to the transfer of titles to the subways. The

city has not accepted that provision, and the titles have not been transferred, he said.

Former Mayor Fitzgerald, first speaker in opposition, said that the city is not concerned with doing away with the present traffic commission, and that represent traffic commission, and that represent the provision was based. fusal to accept the provision was based on the fact that the city's equities in the subways would be turned over to the district without compensation. The city's equities, he added, are large enough to pay for a new bridge over the Charles.

Thomas H. Bilodeau, legislative counsel for the city, final speaker for the opposition, said that the city is opposed to the measure on the ground that the time is inopportune for such legislation; that the commission would have nothing to do; that the people have yet to vote on the matter, and that the present commission should not be abolished without action by the city.

SEES NO CONNECTION

President Bacon declared that the bill has nothing to do with the East Boston tunnel and that he knows nothing about the location of the Boston terminal of the tunnel except what he had read in the newspapers.

He would agree, he said, to amend the bill to provide for the appointment by the mayor of three, rather than two, members of the proposed commission in order to give the attraction. order to give the city a majority membership. He hoped to have legislation enacted which would give the proposed group plenty of work to do, he said,

GOVERNOR AND MAYOR TALK LAND TRADES

Gov. Allen and Mayor Curley talked land trades, yesterday, and there is probability that there will be a "swap" of state-owned land on Brighton street in the West end for city-owned land adjacent to Castle island in South Bos-

adjacent to Castle Island in South Boston.

The mayor is willing and the Governor will not object unless the department of public works can present an argument which will convince him that the trade ought not to be made. Mayor Carley tried to talk Gov. Allen into accepting \$1 from the city for the land on Brighton street, which will be developed into a West end recreation centre, in into a West end recreation centre, accord with a plan sponsored by Martin

accord with a pian sponsored by Martin M. Lomasney.

The South Boston land may ultimately be utilized in connection with harbor development plans. Just now its actual value to the city is as difficult to estimate as is the value of the stateowned tract in the West end.

AMERICAN /28/30 Opposes More Pay for City Council

Senator James Torrey of Beverly. member of the legislative commit-tee on cities, today questioned the advisability of favoring an increase in the salaries of the members of the Boston City Council from \$1500 to \$2000 a year.

Senators Michael J. Ward and John P. Buckley of Charlestown were the two petitioners for the increase.

SAYS CITY CAN'T AFFORD BRIDGE

Cambridge Solicitor Opposes Dartmouth St. Extension Over Charles

HOTEL INTERESTS FAVOR CONSTRUCTION

Peter J. Nelligan, city solicitor of Cambridge, opposed the bill to construct a new bridge, to cost about \$3,-000,000, to cross the Charles river from Dartmouth street to a point about 1200 feet west of the Longfellow bridge, before the committee on metropolitan affairs at the State House yesterday after-

He pointed out there is no demand for He pointed out there is no demand for the bridge and that Cambridge's chief objection is the expense, saying that his city would have to pay about \$600,-000 of the cost. "The time has come when these assessments on the city of Cambridge should stop before they be-come too heavy a burden," he said, and he added that the bridge is either a state or district project and would be

as tate or district project and would be of no benefit to Cambridge.
George L. DeBois, real estate opeator; Richard D. Boardman, trustee for Back Bay property, and Robert Walcott of Cambridge were other objectors.

SEES GREAT NEED

The pentioners were led by Elbridge R. Anderson, counsel for the trustees of the Park Square Trust. He said no new bridge on a new location has been constructed across the Charles in 41

He said the population in metropolitan Boston in 1890 was 881,315, while today it is 1,930,000, and that a traffic survey shows that there has been a 50 per cent. traffic increase over the present bridges since 1927. The new bridge, he added, would take through traffic from the north and south shores away from the heart of the city.

from the heart of the city.

William J. McDonald told the committee that a "noiseless" bridge such as this would be, one that would bar heavy trucking, would not hurt Back Bay as residential section. Alexander Whiteside, representing Back Bay hotel interests, said the new bridge would aid tourist travel. Other speakers for the bridge included: Horace Guild, secretary of the Back Bay association; William C. Cotton, Charles street property owner; John T. Scully, secretary of the Massachusetts Real Estate Exchange: Albert N. Murray and J. F. Downey of Cambridge and Atty. Edward A. Thomas. Thomas.

URGES WAITING

Opposing, George L. DeBlois, urged the committee to "see how the other improvements work out" before approving the proposed project. He held that Boston is spending money out of proportion to its growth.

Robert Walcott declared that it would be a detriment to the finances of the city of Cambridge to have any new charge added, and he said that it was significant that the preject was not urged by any planning board. Richard D. Boardman characterized the measure as the "worst calamity which would come to the Back Bay." He did not agree that the hotels would be benefited by the construction of the bridge, and he urged the committee to report the measure adversely.

GLOBE 1/28/30 AM

CURLEY DEMANDS TARIFF ON SHOES

Boston Mayor Says Chief Industry of Bay State Threatened by Action Of U. S. Senate

Suggests Move to Retaliate

Would Block Farm Relief Measure

Writes Bay State **Men in Congress**

Influx of Foreign Goods Injures Plants Here

The failure of the United States Senate to provide any protection to the shoe industry of Greater Boston, thus permitting American markets to be flooded with shoes from Czecho Slovakia, has aroused Mayor

Curley. He says the chief industry of Massachusetts is threatened.

The Mayor in a letter yesterday to mambers of Congress said: "It is apparently the purpose of certain interests in Congress to safeguard the investments of international bankers, even though such a course might result in the destruction of established American industries," and he calls upon the Massachusetts members to consider a retaliatory

He suggests a conference of Massachusetts Senators and Representatives to adopt a retaliatory program against farm relief or any other pending legislation, unless action is taken for the preservation of the Bay State's established industries.

State's First Industry

Census figures for 1928 gave the value of boots and shoes manufactured in Greater Boston as \$114,477,047; the industry ranking first in 1928 in the City of Boston as well as in the State. In 1922 the imports of men's, women's and children's boots and shoes were less than 200,000 pairs. In 1929 it was in excess of 6,000,000 pairs, of which four and one-half million pairs, valued in excess of \$10,500,000, came from Czecho Slovakia.

Mayor Curley's letter said:

"The Massachusetts State census for the year 1928 discloses the fact that the value of boots and shoes manufactured in Greater Boston was apportioned as

"Boston, \$30,851,477; Lynn, \$27,991,-243; Chelser, \$8,748,725; Beverly, \$2,626,008; Brockton, \$39,375,061; Everett, \$1,168,734; Salem, \$3,715,799."

Industry Declines

"The effect of the invasion of American markets in the shoe industry is best attested by a study of the fig-

is best attested by a study of the ingures of this industry as they apply to the Commonwealth of Massachusetts. "In 1924 the total number of establishments engaged in the leather industry, including manufacture of boots and shoes cut stock and findings was and shoes, cut stock and findings, was 948; the number of employes was 69, 505, and the value of the products \$307,234,609.

\$307,234,609.

"In 1928, the last year for which complete figures are available, the number of establishments was reduced to 817, a reduction of 131 establishments; the number of employes was reduced to 63,093, a reduction of 6412, while the wages paid was reduced from \$79,732,000 to \$72,157,000.

"It requires no very vivid imagina-

"It requires no very vivid imagina-tion or knowledge of economics for any individual to determine the duration of the existence of the boot and shoe and leather findings industry in Massa-chusetts, unless protection is pro-vided.

Threat to Industry

"The continuance of the present policy, which permits the flooding of American markets with manufactured boots and shoes, fabricated in countries where neither the wage scale nor living conditions are comparable to those obtained in America, threatens the chief industry of Massachusetts unless adequate protection is prounless adequate protection is pro-

"I trust you will pardon the suggestion but, in my opinion, extreme measures are necessary if these industries are to be saved from destruction through an invasion of cheap labor

through an invasion of cheap labor and foreigng made goods.

"I beg to suggest the advisibility of a conference of Massachusetts Senators and Representatives to consider the adoption of a retaliatory program toward farm relief, or any other pending legislation, unless action is taken for the preservation of those established industries which represent the chief means of livelihood of many thousands of self-supporting men and women in the cities and towns of Massachusetts."

CITY'S SURPLUS HAS DECREASED

Falling Off in State Income Tax, Also, Curley Explains

Boston is due for an increase of about \$2 in the tax rate, which was \$28 a thousand in 1929, according to Mayor Curley today, and the cause is the reduction in the city surplus increase in the number of city employes and departmental activities, and a falling off in the State income tax. The substantial surplus in 1927 and 1928 was due in a large measure, he said, from the income tax from the State, and as 1930 will show a material reduction it will have a bearing upon the tax rates of all cities and towns in the State.

The total surplus for 1929 was \$1,231,321.94, as compared to \$3,454,-558.58 in 1928, \$2,319,717.12 in 1927, and \$1,049,235.56 in 1926. The amount of uncollected taxes at the end of the year was \$8,416,244.63, which exceeded by \$1,000,000 the largest amount outstanding in any one previous year, due to economic conditions ever which the city had no control.

According to Mayor Curley, were it not for general depression in business in the latter part of the year, the normal collections would have produced sufficient revenue in taxes to have made available a total surplus of \$2,500,000, which would have been a material factor in the fixing of the tax rate.

"City in Fine Condition"

City Auditor Rupert S. Carven, present with the Mayor when the latter gave out the figures regarding the surplus, etc, said that Boston was in a really fine condition, and that no big city in the country could compare with it. "There is not a temporary loan outstanding in Boston," he said.

Surplus figures given out by the Mayor follow:

'After paying all known liabilities incurred during the year 1929, the surplus has been determined at the end of the period to be \$884,-635.84. In addition to this there is a school surplus of \$346,686.06, making a total surplus of \$1,231,321.94.

"Under the law, the school surplus is not merged with the city surplus, but is carried forward for school anhowever, available in addition to the city surplus for deduction in rriva ing at the tax rate for the new

"As compared with the total sure plus for the year 1928, viz: \$3,454,. 558.58, it is apparent that there will be available for tax rate purposes \$2,423,236.64 less, or approximately, \$1.15 on the tax rate.

The following tabulation shows the amount available at the end of each year as a deduction in the succeeding year in arriving at the tax rate,

The surpluses for the past four years follow:

School Ttl Tab City 1929 \$884,635 246,686 1,231,321 1928 2,786,378 668,180 3,454,558 1927 1,701,724 617,992 2,319,717 1926 309,715 739,519 1,049,235

TRANSCRIPT /28/30

City Opposed to Plan for Resurfacing Alleys

The repairing and resurfacing of public alleys, with the assessment of fifty per cent of the cost on the abutting owners, was proposed by a group of oBston women today before the Legislative Committee on Cities. Mrs. Edith R. Bolster of Boston, the petitioner, and Mrs Henry D. Tulor, president of the Women's Municipal League of Boston, favored the measure. favored the measure.

The women were presented by C. A. Parker, a lawyer, who pointed out that at the present time the city cannot resurface the alleys and that under the terms of the measure this solution will be brought about in addition to having

cleaner alllays

Thomas H. Bilodeau, legislative counsei for the city, opposed the bill. Under its terms, Bilodeau claimed, tie city is confronted with the necessity of spending public money on private property, and he questioned the constitutionality of such a procedure. He said the only way to deal with the situation is to have the vity go in and take the alleys over and then lay them out as public highways.

Would Have Tercentenary Committee Honor Byrd

A resolve providing "suitable and fitting recognition of the historical and epochal achievements of Rear Admiral Richard E. Byrd, U. S. Navy," was filed teday with the clerk of the Senate by Senator Joseph J. Mulhern of Boston. Under the resolve the Massachusetts Bay Colony Tercentenary Commission would be authorized to devise a suitable form of recognition and submit its report and recommendations, prior to the proroga-tion of the General Court during the current year, in order that the recognition may be made a part of the tercentenary exercises during the national convention of the American Legion in the city of Boston in the month of October.

Commenting on the resolve, Senator Mulhern said, "The time is here for the home State of Rear Admiral Byrd to honor him in an official way for his historical and epochal achievements, following the lead already taken by the United States Government in creating this national hero a war admiral in the United States Navy."

Eills to Increase Pay of Council Unopposed

Measures of Senators Michael J. Ward of Roxbury and John P. Buckley Charlestown to increase from \$1500 to \$2000 the salaries of members of the Boston City Council met with no oppo-sition today when they came up for a hearing before the legislative Committee

on Cities. Senator Ward, a former member of the City Council, outlined the work of the councilors, declaring that they meet fifty. two times a year and are on duty practically every day, attending committee meetings or taking care of matters for voters in their districts.

voters in their districts.

Senator James Torrey of Beverly questioned whether the proposed increase would be wararnted, with "80,000 men out of employment in Boston." In reply to a question by Representative Richard D. Crockwell of Medford, Senator Buckley and he had no chiefting to a referender. said he had no objection to a referendum to the people on the increase.

TAX RATE TO BF \$30

Mayor Curley Explains \$2 Increase Due in Part to Record Sum Uncollected

Boston's tax rate for 1930 undoubtedly will be \$30, an increase of \$2.

Such an increase seems inevitable, Mayor Gurley said today after studying City Auditor Rupert S. Carven's report of city finances as of Dec. 31, last.

This startling news in the face of a surplus of \$1,231,321,94 in the treasury is due to several factors, it was explained.

\$8,416,244 DUE CITY

Uncollected taxes for 1929 are \$8,-416,244.63, exceeding by a million dollars the largest amount outstanding in any previous year, a condition due to the stock market collapse and general business depression in the last quarter of 1929. Normal collections for the year would have made available a surplus of \$2,500,000.

The difference between the 1928 surplus of \$3,454,558.58 and the 1929 surplus is more than \$2,000,000, or equivalent to \$1.15 increase in the tax rate.

LESS FROM STATE

Other factors are the increases in personnel of some departments, wage increases, the normal growth of the city and a falling off in state income tax collections which are distributed to the cities and towns.

reported surplus includes \$346,686.06 for schools which may be used for other than school con-struction or repair but which may be figured as surplus in the estima-

There is a possibility that collections of 1929 taxes will be so good between now and August that there will be a substantial addition to the surplus allowing for a lower

tax rate than now figured.

This possibility is vague, however, and Mayor Curley declared that on the basis of present figures, "no matter how hard we may work to prevent it, a \$2 increase seems inevitable."

its power to aid in the tercentenary celebration was the assurance Mayor Curley gave during his address before the tercentenary conference of city and town committees at the Parker House

The Mayor stated that Boston would probably spend around \$100,000 as its part of the great observance. He made it plain that the city would not be niggardly in spending money to discharge its tercentenary obligations.

Mayor Curley sketched some of his plans for an elaborate celebration by the city of Boston. He an-nounced that he will reappoint the committee of 100 named by him in 1925 to prepare a program of the city's observance and that he will add to the committee some 200 more men and women having a

strong sense of civic pride.

Addresses were also given by
Governor Allen, Herbert Parker, chairman of the state tercentenary commission; John J. Walsh, acting president of Massachusetts Bay Tercentenary, Inc., and Frank E. Morse, of the state department of education. Prof. Joseph H. Beale of Harvard law school, president of the conference presided.

Vote Fund for Muddy River Improvement

Co-operation between Boston and Brookline in the improvement of Muddy river and Leverett pond is now assured, as the City Council has voted approval of Mayor Cur-ley's order for the expenditure of \$35,000 on the project.

As the improvement will be to the greater benefit of Brookline, that town will spend \$70,000 of the entire cost, amounting to \$105,000, necessary to clean and dredge the pond and the river.

The work is the result of con-ferences between Chairman Wil-liam P. Long of the Boston park commission and the Brookline selectmen during the past six years.

Women Urge City to Repair Alleys

Repair and resurfacing of public alleys in Boston with an assess-ment of 50 per cent of the cost on the abutting property owners was urged at a hearing today before the legislative committee on cities by a group of women. Mrs. Edith R. Bolster of Boston, the petitioner, and Mrs. Henry D. Tudor, president of the Women's Municipal League of Boston, favored the bill.

It was pointed out to the committee that at the present time the city cannot resurface the alleys Atty. Thomas H. Bilodeau, representing the city law department opposed the bili.

BOSTON 1930 \$100,000 FOR FIGHT BILL TO

Declaring that the constitutional rights of the people were involved and that it would be impossible to carry out its provisions, Frank Seiberlich, chairman of the Boston Election Commission, today vigor-ously opposed a bill to compel voters to cast their ballots at elections.

Seiberlich, speaking before the legislative committee on election laws, pointed out that there is no such law as proposed in any part of the country.

The only speaker for the bill, which was filed on petition of the United Improvement Association, was former Rep. Benjamin Lane of Boston. He said he felt the law should be put upon the statute books to bring out a full vote on referendum measures. While people could not be compelled to vote, he said, it is possible to compal their attendance at the polls.

TRANSCRIPT /28/30 **Curley Acts for** Tariff on Shoes

With the charge that certain interests in Washington would destroy New England's boot and shoe industry to protect the investments of international bankers in Czechoslovakia, Mayor Curley urges the Massachusetts delegation in Congress to form a bloc against farm relief and other legislation until the support of the Middle West and other groups offer some

relief for this section.

The mayor derided the restriction of immigration for the benefit of American labor in view of later legislation which permits European sweatshop products to flood the market here. He pointed out that imports on boots and shoes had jumped from 200,000 pairs in 1922, to 6. 182,000 pairs in 1929, with Czechoslovakia sending more than 80 per cent of the

The mayor protested that the \$10,500,-000 worth of shoes furnished by Czechoslovakia should have been produced by New England if Congress had given this section of the country a square deal in the tariff bill.

The invasion of foreign-made boots, shoes and leather findings from 1924 to 1928 attended the closing of 817 shoe plants in this State, reduced the wages from \$79,732,000 to \$72,157,000, and the employees from 69,505 to 63,093, which meant that 6412 shoe workers went jobless.

In his communication to the Bay State's two senators and sixteen congressmen, the mayor stated that the value of boots and shoes manufactured in Greater Bos-ton in 1928 reached \$114,477,047, ranking this industry first not only in Boston but also in the entire State.

TRANSCRIPT 1/28/30

Curley Sees \$2 Increase in Tax Rate

This Despite \$1,231,321.94 surplus Left Over from Last Year

Income Returns Less

Expenses Perhaps \$2,000,000 Greater and Uncollected Taxes a Record

By Forrest P. Hull

That the taxpayers of Boston face an increase of \$2 in the rate for the year was the prediction made by Mayor Curley today, despite the report of City Auditor Rupert S. Carven that the fiscal year of 1929 had closed, after the payment of all known liabilities, with a surplus of \$1,231,321.94. Of that amount the school department contributed \$346,686.06.

The surplus in the Treasury reflects the extraordinary returns from the State last year on account of income taxes, this amount being approximately \$1,000,000 more than in the preceding year. Tax Commissioner Henry F. Long has already warned the cities and towns of the Commonwealth to expect a sharp reduction this year in the returns from his office, in view of the business depression resulting from the stock market break. This announcement, together with the fact that Mayor Curley will be obliged to provide funds possibly to the extent of \$2,500,000 in excess of the expenditures for 1929, produces a most unfavorable reaction for the forthcoming tax rate.

Had it not been for the business slump Boston would have had a treasury surplus among the largest on record, for the amount of uncollected 1929 taxes at the end of the year was the largest known. The total was \$8,416,244.63, an amount which exceeded by \$1,000,000 the amount outstanding in any one previous year. Normal tax collections, therefore, would have resulted in a surplus of approximately \$2,500,000, a material factor in the fixing of the tax rate for 1930, and thus approximating the advantages which Mayor Nichols had in 1927 and 1928.

Extradorinary Demands

Practically all of the city departments were without unexpended balances at the end of the year and some of them were far in arrears, such as the department of soldiers' relief, the hospital department and the welfare department. The extraordinary demands from unemployment and illness made transfers of funds necessary in the two or three months of the year. In other departments the budget estimates were not sufficient to meet the purely ordinary expenses.

Under the law, as the city auditor points out, the school surplus is not merged with the city surplus, but is carried forward for school appropriation in the new year. It is available, however, in addition to the city surplus for deduction in arriving at the tax rate for the new year, the announcement of which is usually made in August. As compared with the total surplus for the year 1928, which was \$3,558.58, it is apparent that there will be available for tax rate purposes this year \$2,223,236.64 less, or approximately \$1.15 on the tax rate. The substantial surplus in 1927; which was \$2,319,717.12(and that of 1928, was due in large measure to the receipts from income tax from the State.

It was on Dec. 21 that the Transcript announced that despite outstanding taxes of more than \$8,000,000, a surplus was certain. The authorities predicted a margin of approximately \$1,000,000 on the right side of the ledger. At that time City Collector George H. Johnson was hard at work by letter, telephone and personal interviews, to arouse the delinquents, especially the large corporations. His repeated plea was for partial payments if the full amounts were impossible before the end of the year. There was a very disappointing response to the appeals. Business reactions had so grimly affected business that interest of 8 per cent charged by the city appeared to be no extraordinary burden compared with the raising of the money.

Not So Discouraging After All

But in the present circumstances Mayor Curley faces a situation much less discouraging than that which faced Andrew J. Peters when he went into office in 1918. The treasurer then reported a deficit of \$93,210. The greatest surplus up to the time of the Peters administration was that of 1911 under John F. Fitzgerald, when the books closed with a balance of \$1,486,805. In the following year there was a surplus of \$1,003,244. For the next two years there was rising \$560,000 on hand each year, but in 1917 under Mayor Curley a surplus of \$1,182,721 was recorded.

Despite the fact that Mayor Peters faced his administration under the most adverse circumstances, it was under that regime that the city made its best financial showing. Four years ago when Mayor Nichols went to City Hall the city had made a temporary loan of \$1,500,000 in anticipation of taxes to provide for the remaining days of the Curley administration and for two or three months of the new administration. Mr. Nichols found it necessary to provide more than \$4,000,000 additional revenue over the preceding year and that large amount forced the tax rate up \$5.

Mayor Curley has larger problems in hand than Mayor Nichols faced, and the condition of the treasury has been so favorable that no temporary loan has yet been necessary. Under Mr. Curley's previous administration the city went into the market for \$22,000,000 in temporary loans, the largest amount ever recorded up to that time, but unlike other cities of the Coumonwealth, Boston paid off these loans when the treasury permitted it. In 1926 of Nichols' administration the temporary loans amounted to \$24,000,000.

City Auditor Carven, termed the "ceascless watchdog of the treasury." is proud of Boston's reputation financially, and especially as he reads the records of other cities year after year, and at present the condition of the Chicago treasury. Today he told Mayor Curley that the city of Boston's financial structure was never stronger than at present, having as it does the complete confidence of the financial interests.

REVERE MAYOR FOE OF MERGER

Sees No Advantage of City Joining Greater Boston Plan

\$2,319,717.12(and that of 1928, was due in large measure to the receipts from in come tax from the State.

It was on Dec. 21 that the Transcript announced that despite outstanding taxes of more than \$8,000,000, a surplus was certain. The authorities predicted a margin of approximately \$1,000,000 on the right side of the ledger. At that

"The outstanding argument presented is that it would move Boston from eighth to fourth place in census rating, increasing the population figures from 800,000 tto 2,000,000," said Mayor Casassa, "Of course, that would be of some benefit, but not enough to affect the many disadvantages of such a plan.

"Revere is a fast growing community, having developed much faster in the past 10 years than Boston, and future prospects point to Revere continuing its forward stride. It has every advantage in retaining its identity and no advantage in merging with Boston.

"Although I am unalterably opposed to any merger of Revere with Boston, I would favor a federation of cities, somewhat similar to the North Suburban Municipal League, which we organized last year to bring about closer co-operation between neighboring cities in the matter of legislation, finance and other mutual problems.

other mutual problems, "Through a mutual aid system, Revere, Chelsea, Everett and Malden are now united in providing fire protection. Other-similar situations can be taken care of by a league of municipalities, but I do believe that each community should retain its own independence."

FAVOR COUNCIL SALARY RAISE

Two Senators Approve Bill; Torrey Draws Attention to Unemployed

Senators Michael J. Ward of Roxbury and John P. Buckley of Charlestown, were unopposed today in their advocacy, before the legislative committee on cities, of their bills to increase from \$1500 to \$2000 the salaries of members of the Boston City Council.

Senator Ward, a former member of

Senator Ward, a former member of the council, outlined in detail the work of the councilmen showing that they meet 52 days of the year but are on duty every day in taking care of voters of their district, committee meetings,

Senator Buckley was asked by Rep. Richard D. Crockwell of Medford if he would have any objection to a reterendum to the people on the proposed increase. Buckley had none. Senator James Torrey of Beverly questioned whether such an increase would be warranted with 80,000 men out of employment in Boston.

War Memorials for \$1,600,000 Recommended

Governor Sends Special Message to Legislature Indorsing Commission Report

The special recess commission appointed to consider a suitable war memorial to Massachusetts veterans this afternoon filed its unanimous report recommending the erection of two structures, one, a monument on an island in the Charles River Basin and the other a tower and aviation beacon on the summit of Mt.

Immediately on the filing of the report Governor Frank G. Allen prepared a special message which he sent to the Legislature at this afternoon's session in which he urged the adoption of the report at the present legislative session and endorsed the program therein contained in the highest terms.

The proposed memorial in the Charles River Basin would be built at a cost of \$1,500,000. The other would cost \$100,000. Both would be, in the language of the report, of a distinctly inspirational type," and would be erected from plans

obtained as a result of an open competition among architects and sculptors. The report is signed by all of the members of the commission, twenty-one in number. William H. Eaton of Pittsfield

The other members of the commission are John Aliot of Dorchester, Raymond O. Brackett of Marblehead, Charles A. Coolidge of Boston; Eben S. Draper, Coolidge of Boston; Eben S. Draper, Hopedale; General Clarence R. Edwards, Westwood; Thomas J. Foley, Worcester; Claude M. Fuess Andover; William H. Griffin, Boston; Leo M. Harlow, North Easton; Robert W. King, Springfield; Mrs. George W. Knowlton, Upton; Edward L. Logan, Boston; Charles F. McCarthy, Mariborough; Mrs. Lettie Oppenheimer, Springfield; Joseph R. Hanken, Revere; John W. Reth. Boston; General Revere; John W. Reth, Boston; General John H. Sherburne, Brookline; Maxi Singer, Boston; Crawford K. Sweeley, Somerville, and Joseph H. Webb, Boston.

The report contains a draft of proposed legislation to take care of the situation for which an emergency law is needed at once on a project "already too long delayed." It provides for the continudelayed." It provides for the contribu-ance of the special commission which would have charge of carrying out the provisions of the act, when enacted, subject to the approval of the State Depart-ment of Polic Works and the War Department of the United States.

A Five Acre Island

The island in the Charles would not be allowed to exceed five acres in area and would be continguous to the present location of the Harvard Bridge; \$350,000 would be appropriated from the general revenue of the State in the current fiscal year in anticipation of a further sum of \$650,000 in 1931 and \$500,000 in 1932.

The commission would be allowed to obtain semi-permanent quarters outside the State House and could expend for such purpose and for travelling and other expenses as well as for expert, clerical and other aid, such sums as from time

to time would be approved by the governor and executive council.

Regarding the Mount Greylock memorial, the report says that this was decided on after receipt of more than twenty petitions signed by individuals and organizations in all parts of the Commonwealth, most of them in favor of making it in the form of a lookout tower or a granite shaft surmounted by a perpetual beacon light.

The Charles River Basin memorial would be in honor of all Massachusetts citizens who served in all wars of the United States, while the Mount Greylock beacon would be in memory only of those who lost their lives in those wars.

TRAVELER /28/30 **CURLEY LOOKS** FOR \$2 JUMP **INRATE OF TAX**

Foresees \$2,000,000 Increase in Costs of Departments

Boston cannot avoid a tax rate increase of about \$2 this year, according to an analysis of municipal finances made today by Mayor Curley.

His conclusion was based upon the report of City Auditor Carven, which disclosed a cash surplus of \$1,231,321 disclosed a cash surplus of \$1,231,321 at the end of the Nichols administration, as well as upon the knowledge that the cost of departmental activities, due principally to increased personnel, will be substantially greater this year than in 1929. Furthermore, the state income tax, in which the city shares, this year will be far smaller than last year. than last year.

SURPLUS EXCEEDS HOPES

The surplus which Ex-Mayor Nichols left to Mayor Curley was about twice as much as had been estimated in De-cember and slightly in excess of the \$1,000,000 which the former mayor was

ambitious to leave to his successor.

The most discouraging feature of the auditor's report was the statement that uncollected 1929 taxes Jan. 1 were \$8,-

uncollected 1929 taxes Jan. 1 were \$8,-416,244.63, an amount more than \$1,-000.000 in excess of the largest sum outstanding in any one previous year. From the viewpoint of Mayor Curley, the reduction of the cash surplus from \$3,454.558 on aJn. 1, 1929, to \$1,231,321 at the start of the present year will force an increase of \$1.15 in the tax rate for the current year. Whatever cash surplus exists at the outset of any municipal year is applied against finanmunicipal year is applied against financial requirements obtained by direct taxation, and Mayor Curley pointed out, without offering any criticism, that the decrease of more than \$2,000,000 in the

surplus figures this year must be offset by an increase in the tax rate.

COSTS MUCH GREATER

The mayor already has emphasized that the cost of municipal departmental activities, this year will be so much greater than last year, because of the additions to the personnel of departments. Thus he does not believe that it will be possible for him to prevent departmental requirements from exceeding those of 1929 by at least \$2,000,000. The needs of departments set forth in statements about appropriation budget requirements are somewhat less than \$4,000,000 more than the total of similar requirements are somewhat less than \$4,000,000 more than the total of similar appropriations in 1929, but Mayor Curley believes that the use of the pruning knife will cut the additional requirements to about \$2,000,000.

"It looks," he said, "no matter how hard one may try to avert it, that a tax rate increase of \$2 will be unavoidable."

Tax Commissioner Long has already warned city and town officials that they cannot estimate receipts from the state

cannot estimate receipts from the state income tax on the basis of 1929 appor-tionments, but he has not indicated any falling off in revenue from this source will affect the tax rate adversely in Boston as well as in every other munici-

In the statement of the condition of the city's finances Jan 1. City Auditor Carven reported a surplus in city ac-counts of \$884,635, to which was added a surplus in the school department of

HEAVY INCOME TAX RECEIPTS

This total surplus of \$1,231,321 is comparable with a surplus of \$1,231,321 is comparable with a surplus of \$2,3454,558 Jan. 1, 1929, and a surplus of \$2,319,-717 on the first of the preceding year. These unusually large surplus accounts were due to unexpectedly heavy receipts from the state income tax.

'The amount of uncollected 1929 taxes at the end of the year was \$8,416,-244," the Mayor's statement went on "which exceeds by \$1,000,000 the largest which exceeds by \$1,000,000 the largest amount outstanding in any one previous year and was due to economic conditions over which the city had no control. Were it not for the general depression in business in the latter part of the year, the normal collections would have produced sufficient revenue in taxes to have made available a total in taxes to have made available a total surplus of \$2,500,000 which would have been a material factor in the fixing of the tax rate for 1930."

TRANSCRIPT /28/30 **Mayors to Discuss**

District Affairs

Mayor John J. Murphy of Somerville yesterday issued an invitation to the executive heads of cities and towns in the metropolitan district except Boston to meet in conference at Somerville City Hall, Saturday afternoon at 2 o'clock and consider the advisability of forming into a "co-operative working organized unit" in order to protect their mutual interests.

The call contains no specific basis for co-operation or plan of action, but it is believed that its primary purpose is to effect organization of the cities and towns in the metropolitan area, excepting Boston, on lines intended to give them representation and voice in the activities and expenditures of the metropolitan disand expenditures of the metropolital dis-trict commission. Mayor Murphy, in a recent interview, went on record as op-posed to Mayor Curley's metropolitan Boston plan except for purposes of census enumeration.



Muddy River Will

Having received an agreement from Having received an agreement from Brookline for the payment of two-thirds of the estimated cost of \$105,000, the Boston City Council took favorable action yesterday on an appropriation order providing \$35,000 toward the expense of improving Muddy River in the Fens, and Leverett Pond. The riven will be dredged Leverett Pond. The river will be dredged to a depth of five feet and the material

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dy River Will

Now Be Dredged

Approval was also given to the sale at an upset price of \$5000 of the old armory building on Maverick street, East Boston, which is in such a dilapidated condition that repairs would cost more than its value.

To keep the city's part of the agreement with the Commonwealth, regarding ment with the Commonweath, regarding funds for the American Legion convention, the council approved an appropriation order of \$25,000.

Mayor Curley recommended an appropriation of \$160,000 for an addition to the Brighton court house and the order was

Brighton court house and the order was referred to the finance committee.

Councillor Mahoney of South Boston and Curtis of Back Bay were elected to the board of managers of the Old South Association, custodians, of the Old South will be used for the improvement of Columbus Park, South Boston.

The council authorized the sale at public auction at an upset price of \$2500, of the ferryboat General Sumner, and approved the expenditure of \$350,000 for a new steel boat.

Teferred to the finance committee.

Councillor Mahoney of South Boston and Curtis of Back Bay were elected to the ferryboat General Sumner, and approved the expenditure of \$350,000 for a new steel boat.

TRANSCRIPT 1/28/30

Seeing Things in the Dark

Since Mayor Curley took his position in favor of the creation of a Greater Boston that should be a greater Boston in fact as well as in hame, several of our contemporaries have been busy asking people in the outlying communities to express opinions on the subject, And it is evident from the published statements that many who give them are missing the point of the present undertaking. It would be going to extremes to say that they do not know what they are talking about, although if expression so harsh were used it might be justified by quoting some of these utterances.

Here is a book lover in Arlington who fears that the fine books in the local library would be carried into Boston were there a greater city. Another suggests the possibilities of broken necks or broken legs under the proposed order because Arlington sidewalks might not be sanded as they are today. But human ingenuity devising means to maintain local government in the boroughs of a greater city might be sufficient even to provide a system that would keep the treasures of the Arlington library in Arlington and throw sand on the walks of that pleasant town. At present, uninformed opinion would seem to be throwing no small amount of sand in the eyes of the public. A Cambridge woman objects to having the city lose its identity, quite unaware, apparently, that under a borough system there would still be a Cambridge. The Cambridge man who sees his city just another Boston ward might change his views were he more familiar with modern developments in municipal organization.

It is clearly a case where many of those who so readily make statements for publication are speaking in ignorance of the present proposal. Not only are they in the dark but they appear to be very much afraid of it. They would sleep better o' nights if they postponed consideration of the question until they have been given some light on it.

Mayor Curley is not asking the General Court to pass a law creating a new and larger Boston. He is not undertaking to force any or all of the other municipalities within the Metropolitan District into union with its central city. The mayor has called together a representative body of citizens and asked them to study the question of so uniting. In particular, they are requested to investigate the borough system as it exists in London, providing for local self-government in many ancient communities in a sense comparable to the communities round about Boston. In six months or a year, after studying what has been done in London and elsewhere, the mayor's committee will present its report. There will then be something worth while to talk about. Objectors will at least know to what they are objecting. At present many of them seem to be opposing the kind of annexation which was effected when Charlestown and Hyde Park were

taken into the city, a kind of union which is not now advocated and probably never again will be.

As things are, Boston suffers in one way because of the fact that it contains less than a million of the two million people in the Metropolitan area, and as Boston suffers so do its neighbors, for their interests are identical. That Boston is under this handicap is shown by the frequent suggestion that arrangements might be made with the Census Bureau so that in 1930, 1940, 1950 and at the end of succeeding decades there should be a fictitious Boston for census purposes, and that on the morrow it should again be separated into thirty or forty separate towns and cities—a dream metropolis for the census enumerators, and only the figment of a dream thereafter. It suggests a real union as the practical solution. But for the present, pending the work which the mayor's committee will do, the wise citizen will keup an open mind on the sub-State Civil Service Commission by ject. He will wait for the light and take care not to give the impression that he is seeing goblins in the dark.

POST /29/30 \$2 BOOST FOR HUB TAX RATE

Higher Salaries Will Lead to Jump to \$30

Boston's 1930 tax rate will touch and possibly pass \$30, representing an increase of \$2 over last year's rate, Mayor Curley estimated yesterday, when the municipal books were closed for 1929, revealing a surplus of \$1,221. 321.94 in the city treasury, as of Jan. 1.

This was \$2,223,236.64 less than the surplus of a year ago and the lack will sarphus of a year ago and the lack will require a boost of about \$1.15 in the tax rate. The increased cost of admin-istering the activities of the city in as against 1929, due to in personnel and salaries, will be approximately \$1,000,000, for the Mayor increase it plain that he will not rescind the salary were granted to city officials and em-ployees just before he came into office. The third important factor which will

tend to increase the tax rate, not only in Boston but in the other cities and towns of the Commonwealth, is the tremendous drop in State income tax receipts which are distributed among the cities and towns by the State to help reduce the tax rate.

1º05T /29/30 HULTMAN CONFIRMED BY BOARD

Protest by Dorchester Real Estate Men Ignored

Dorchester real estate men, the appointment of Eugene C. Hultman as building commissioner of Boston was confirmed, with three other appointees of Mayor Curley yesterday.

The others confirmed at yesterday's meeting were Samuel Silverman, corporation counsel; Mrs. Colin W. McDonald, election commissioner, and William Spottiswood, member of the Sinking Fund Commission.

SIX UNDER INVESTIGATION

Elliot H. Goodwin, commissioner of civil service, said yesterday afternoon that he and his associates have not completed their investigation of the qualifications of Joseph A. Rourke as commissioner of public works; Peter Tague as principal assessor, James E. Maguire as institutions commis-sioner, John J. Lydon as soldiers' reraffic commissioner and Edward A. McLaughlin as fire commissioner.

The next regular meeting of the com-plession will be on Tuesday of next mission will and, although the civil service commissioner said that the inquiry into the qualifications yesterday he hoped of the pending appointees will be "com-pleted shortly," it is not anticipated hat action on them will be taken before next week.

fore next week.

The protest against Hultman's appointment was presented to the Civil Service Commission by John J. Daily. William J. Henry and William J. Paul. real estate dealers. their opposition based their opposition upon the belief that Hultman is "hostile to the wooden dwelling." The real estate delegation criticised the recent report of Mayor criticised the recent report of Mayor Nichols' commission on fire prevention and contended that Hultman was in hearty sympathy with the portion of the report which dealt with the proposal to remove the three-family house from the congested sections of the city.

SHIFT TO BRIDGE **BILL PROPOSED**

Quick Action Discussed by City Hall Speakers

Belief New Height Ruling May Yet Make Change Possible

Fay and Stone Give Mayor Views on Structure

Unofficial opinions from Washington the past week or so that the War and Navy Departments would demand a 200-foot center span clearance on any proposed bridge to East Boston, failed to shelve the bridge idea, which at a hearing in the office of Mayor Curley yesterday, appeared to have gained

Mayor Curley directed Acting Corporation Counsel Samuel Silverman to draw up a bill to the Legislature seeking an amendment to the East Boston Tunnel Bill, whereby the city of Boston would have the option of building a

tunnel or a bridge.

Frederic H. Fay, chairman of the City Planning Board, suggested the method of possibly getting the change from the Legislature, which is necessary before the city of Boston could present its case on a publicly-owned bridge. Under a suspension of rules it was thought that it might be possible was thought that it might be possible to get the amendment quickly and Mr thought that in six weeks or two months formal action can be had from the Washington authorities. In the meantime, he said, plans can go ahead on a tunnel.

Mayor Curley's View

Clement E. Chase of Philadelphia, representing Ralph Modjeski, who at one time planned a privately owned bridge to East Boston, said he believed that a publicly owned bridge would receive other consideration from Washington than a privately owned one and he believed that a limit of 135 feet could be obtained.

Mayor Curley remarked that nobody

Mayor Curley remarked that nobody appeared to be suffering from the delay outside of the real estate owners. If the Legislature granted the amendment giving Boston authority to safeguard its own interests, it was the opinion of Mayor Curley that nothing would justify failure to submit the matter to the War Department and if the Federal Government permitted a 135-foot bridge, "it seeming best to sall," he said. He advocated going ahead on the bridge. "On the other hand," he said, "if Washington says the height must be above 150 feet, I say go ahead on the tunnel."

Stone Compares Costs

Commissioner Everett E. Stone, favoring the bridge plan, submitted nine typewritten pages of memoranda re-lating to the bridge. He said original

figures for a 20-foot tunnel carrying one line of traffic each way was \$9,000,000 and the bridge figure \$15,300,000 for two lines each way. It now appears, he said, that the tunnel will cost approximately \$13,000,000.

On his estimates the cost of a two-tube tunnel would be \$27,000,000 and for a bridge \$17,000,000. A bridge with 150-foot clearance, he said, could have approaches located approximately where they are designed for a tunnel, with grades not exceeding 5 percent.

har a legislative investigation lear-ing held Dec 10, 1929, Mr E. Morgan Barradale, secretary of the New Jer-sey Tunnel Commission, produced the sey Tunnel Commission, produced the payrolls of that body. 'Operating costs,' he said, 'were about \$125,000 a month.' This would be at the rate of \$1,500,000 a year. This is equal to about 15 cents per vehicle on the average number of vehicles that used the tunnels in the last two years, or nearly four times as much as the preventing costs of the Delaware River operating costs of the Delaware River bridge, both carrying substantially the same amount of traffic.'

Low Camden Toll Pays

"In fact, the total cost of operating and maintaining the Delaware River Bridge since its opening (3½ years) is not as much as the yearly cost of operating the Holland tunnel by nearly \$200,000. The length of the Holland Tunnel is given as 9250 feet—the distance between portals 8460 feet. The

camden Bridge is 9500 feet, including the approaches, 3250 feet is suspended "The proposed East Boston Tunnel Planning Board tunnel is 4990 feet, Transit Department tunnel 5443 feet portal to portal or substantially two portal to portal or substantially twothirds the length of the Holland Tunne, or over a mile long. The tolls in the Holland Tunnel are 50 cents per vehicle, against 25 cents over the Delaware River Bridge, yet the bridge with 25-cent tolls is rapidly retiring its cost to the States.

"The Delaware River Bridge Commission said in its annual report of 1928: 'There is little reason to doubt that the bridge can be free of tolls for private automobiles in 1941 if there is no reduction made in the tolls charged.' On a 25-cent toll the Holland Tunnel would be operating at a deficit."

Saving by Bridge Plan

His table of comparison of fixed charges and operating costs between a 40-foot bridge and two 20-foot tunnels, using as a basis the maximum 1932 and traffic estimates between 1932 and 1939, at which time the capacity would 1909, at which time the capacity would be reached by each; should the traf-fic estimate be correct and the bridge ready to operate in 1932, Commissioner Stone declares that the saving in 1939 in interest, sinking fund and operating expenses would be \$7,408,100, and the bridge debt would be \$8.596,734.

A comparison of charges and operating costs of a 40-foot bridge and a 20-foot tunnel and a second 20-foot tunnel built in 1940; the bridge ready to operate in 1932, his figures declare

to operate in 1932, his figures declare that in 1955 the savings would cost the original price of the bridge.

"To sum up the situation," said Commissioner Stone, "as I believe it to be, the city is in a position where by enabling legislation it can obtain for its citizens a bridge capable of handling twice the vehicular traffic between Boston and East Boston than can be handled by a single-tube tunnel at a cost approximately the same nel at a cost approximately the same and can be operated for less than one-half that required to operate such a tunnel."

No Height Ruling, Says Walsh
Mr Chase declared that all Navy
vessels are designed to pass under the
Brooklyn Bridge and that the plane
carriers Lexington and Saratoga can
go under the bridge, for all masts can
be housed at 131 feet, Regarding some
objections raised to a 5 percent grade,
Mr Chase said that the DetroitWindsor Bridge had a 5 percent grade
from the American side and 3½ per-

from the American side and 3½ percent on the Canadian side.

Col Thomas F. Sullivan of the Transit Commission read telegrams from Congressmen McCormack and Dougless and Sources Walsh and Douglass and Senators Walsh and Gillett. Some of the telegrams re-ferred to a 200-foot limit, but one from Senator Walsh declared that the War Department has made no decision on clearage; that it would depend upon the individual case. Senator Gillett's telegram said that the plans would have to be considered. have to be considered.

Col Sullivan then referred to the 61-year discussion of bridge or tunnel for East Boston and said that the Transit Commission had called on the City Treasurer and had already spent \$50,000 on borings, etc. Mayor Curley remarked that he'd rather expend \$100,000 or \$200,000 if necessary and consider it thrown away if it ultimate. ly resulted in a saving of \$2,000,000 or \$5,000,000 for the city of Boston.

Sullivan Doubts Tolls

Answering the 200-foot heights for the 57th-st bridge in New York and the New Orleans bridge, Mr Chase remarked that both are private ventures and the chances for getting lower clearance for a public bridge for public purposes are better than for one pri-

vately owned.
Coi Sullivan asked if anyone expected people would pay toll to East Boston on a bridge when Charlestown and other places have them free. He said that regarding a tunnel, however, people expected to pay.

Henry I Harriman, former chairman of the Metropolitan Planning Board, said he thought there was a good chance of a lower clearance for a publicly owned bridge; that future port development will be down the bay and the condition is similar to Newark where the clearance was placed at 150 feet. He said that he thought it was

a matter of presentation.

Frederic H. Fahy referring to the unofficial figures from Washington said the answer was that he would expect from a hypothetical question. He said plans were needed and authority from the Legislature; formal presentation, public hearing and then he thought a clearance could be obtained of 150 and possibly 135 feet. That height cares for the Navy vessels at Brooklyn and could do the same here, he said.

A single tube tunnel to East Boston, he said, would never care for the traffic and another would be needed. In a single track tunnel the speed of the slowest vehicle would be the speed of the fastest. It was inevitable, he said, that there must be two tubes if there be a tunnel and that would cost double what a bridge of the same capacity would cost.

Bridge or 2 Tubes: McDonald

W. J. McDonald said that the legislative committee viewed the two-way Holland tunnel and was impressed, expecting to get the same here; but instead East Boston gets a single way tunnel and he did not believe it would give satisfaction. He thoght 10,000 cars a day in a single tube would be the limit and pointed out that the capacity of Harvard Bridge is 25,000 vehicles laily. He recommended a two-way

tube or a bridge.

"We appear to be at sea on the bridge and tunnel, and a delay of three months and the \$50,000 Transit Commission expense might be a good inmission expense might be a good investment," he said.

westment," he said.

Mayor Curley in closing said that he wanted to get the best for the City of Boston and that it was an engineers'

TUNNEL LOCATION NOT HIS AIM, SAYS BACON

Points Out to Goodwin Mayor Has Control

Senator's Amendment to Cover Also Other Extensions, He Declares

Pres Gaspar G. Bacon of the Massachusetts Senate issued a statement yesterday afternoon in reply to assertions made by Frank A. Goodwin, chairman of the Boston Finance Commission, at a hearing Monday before the Committee on Metropolitan Affairs. Mr Goodwin was taking on Pres Bacon's bill to amend the act of last year relating to transportation facilities in the metropolitan district.

Taking up the quoted statement of Mr Geodwin that the "bill was introduced in order to make sure that the East Boston tunnel is built where the original plans called for its being built," Pres Bacon says: "Let me paint out the

built," Pres Bacon says:

"Let me point out that my amendment cannot possibly have any effect whatever on the location of the East Boston tunnel. I have no knowledge of the difference of opinion between officials concerned therewith as to where this location should be; but I do know that under the East Boston Tunnel act—this being chapter 297 of the Acts of 1929—the location of the tunnel and its terminals, all land takings in connection therewith, and all ings in connection therewith, and all contracts made by the transit department under that act where the amount involved is \$500 or more, must receive the written approval of the Mayor of the city of Boston, and nothing, therefore can be done without his written approval.

Mayor's Control Absolute

"The location of the tunnel and everything in connection with its con-

everything in connection with its construction are within the absolute control of the Mayor of the city of Boston. "Section 3 of said chapter 297, which is the section which refers to land takings, states in part: "To such extent and under such conditions as the Mayor of the city may from time to time determine, all action taken by the department under this section shall be with the written approval of the Mayor.'

Mayor."
"Section 7, which has to do with contracts for construction work, states, in part: 'All contracts made by the department hereunder, where the amount involved is \$500 or more, shall be in writing and no such contract shall be deemed to have been made or executed until the approval of the Mayor is affixed thereto."

"With these specific provisions in the East Boston tunnel act, giving the Mayor this complete authority, it is obviously impossible for any other official to be the determining factor, either in the location of the tunnel or in anything connected with its construction. construction.

Bill for Suburban Extensions

"The amendment which I filed to the act relative to transportation facilities in the metropolitan district, which is Chapter 383 of the Acts of 1928, was for the sole purpose of pro-viding, after May 1, for a transit de-partment to build the new subways partment to build the new subways and extensions into the suburbs of Boston and upon which the outlying communities are clearly entitled to

communities are clearly entitled to representation.

"A new metropolitan transit district was created by this act, and district trustees have been appointed, four by the Governor and one by the Mayon of the city of Boston and to four by the Governor and one by the Mayor of the city of Boston, and to make further progress in the building of these much-needed rapid transit facilities it seemed only fair to enlarge the Boston Transit Department to include representatives of the other clude representatives of the other cities and towns served by the Elevated.

"There is no intention to legislate the Boston Transit Department out of existence. On the contrary, it is hoped that the members of this department will become members of the new transit department and that the whole engineering organization and force, which has done such efficient work in the building of subways in the past, will be transferred bodily to the transit department and their skill and experience utilized.

For Suburban Lines Also

"Boston comprises approximately two-thirds of the new metropolitan transit district and is therefore entitled to the control of the new metropolitan transit department. It seems fair, therefore, that the Mayor of the city of Boston should be allowed to appoint three of the new transit commission, and give the appointment of the other two members either to the Covernor or to the district or Elevated trustees.

"The purpose of my amendment was to make progress—nothing else; and I sincerely hope that the construction of some new lines will be authorized by this General Court, to supervise and carry on which work this metropolitan transit department will be necessary.
"I hope,

for instance, year's Legislature will authorize the much-needed improvement at Govermuch-needed improvement at Gover-nor sq, and a new subway under Hunt-ington av to the town of Brookline, both of which recommendations have been made by the Mayor of Boston; and I hope further that any subway to Brighton will be extended through Somerville to North Cambridge and Atlington.

"If such construction is authorized, clearly a Metropolitan Transit Department of the character which I have suggested is essential.

Independent of Elevated

Independent of Elevated
"Let me add that this proposed Metropolitan Transit Department does not come into existence until after May 1, and at that time, obviously, not only will the location of the East Boston tunnel have been made, but land takings will also have been made, and undoubtedly some of the contracts executed. All these things will be done by the Boston Transit Department, as is right and proper,

with the absolute approval of the Mayor of Boston.
"The question of the construction of

"The question of the construction of new lines or the extension of present lines is entirely independent of the questions relating to the ownership and operation of the Elevated road, which will appear on the ballot next November."

November.

"Whatever the ultimate ownership of the road, there is no doubt that additions to the road must be financed through the Metropolitan Transit District which has already been created. Whatever the ownership, new lines are necessary, and must be built by a metropolitan transit department. Whatever the ownership, new construction should proceed as soon as possible, and in line with the recompossible, and in line with the recom-mendations of the Mayor of Eoston can be authorized this year, without in any way affecting the vote of the people on the referendum next Novem-ber."

FOUR APPROVED AS **BOSTON OFFICIALS**

Silverman, Mrs Mac Donald, Hultman, Spottiswood

Curley Appointees Other Still Being Investigated

The Civil Service Commission approved yesterday Mayor Curley's appointments of Samuel Silverman as Corporation Counsel, Mrs Colin Mac-Donald as Election Commissioner, Eugene C. Hultman as Building Commissioner and William Spottiswood as a member of the Sinking Funds Commission.

The commission has not completed The commission has not completed its investigation of the other appointments submitted by the Mayor but its inquiries are expected to be concluded soon and action announced at the next meeting of the commission Tuesday. Commissioner Elliott H. Goodwin said the commission desired to assist Mayor Curley in the organi-Goodwin said the commission desired to assist Mayor Curley in the organization of his departments and therefore announced its approval of the four whose qualifications had been considered.

Those on whom the commission has not yet acted are Joseph & Rauske

not yet acted are Joseph A. Rourke, Commissioner of Public Works; Peter F. Tague, principal assessor; James E. Maguire, Institutions Commissioner; Maguire, Institutions Commissioner; John J. Lydon, Soldiers' Relief Commissioner, Joseph A. Conry, traffic commissioner, and Edward F. Mc-Laughlin, fire commissioner.

LOGAN WILL RUN BACON DEFENDS FOR GOVERNOR

Informs Friends He Will Seek Democratic Nomination

Gén. Edward L. Logan has informed friends of his definite decision to be a candidate for the Democratic nomination for Governor. He has initiated series of informal ferences amor oferences among Democratic leaders

Democratic leaders among vince John F. Fix-gerald that he (Logan) is the choice of a majority and that Fitzgerald should retire.

Logan will run, however, even if Fitzgerald remains in the field. He plans to tell this to Fitzgerald frankly and to say that he is ready to meet him at a series of joint debates during the campaign.

Mayor Curley really holds the key to the question of whether Fitzgerald remains a candidate. When Mr. Fitzgerald announced his candidacy it was slightly qualified by saying that he expected to be a candidate. He is counting on the support of Curley and Maring on the support of Curley and Martin M. Lomasney.

CURLEY EMBARRASSED

Curley, however, is greatly embarassed by the situation. by the situation. Fitzgerald supported him for mayor and there was an unwritten agreement that Curley would support him for United States senator. support him for United States senator, foward which Fitzgerald was at the time pointing. He then switched his interest to the gove borship. Curley has not agreed to suppor him for Governor. The mayor is a warm friend of Logan. Lomasney has declared that when convinced Fitzgerald is in the fight to re-

Lomasney has declared that when convinced Fitzgerald is in the fight to remain he will support him, but will make no promises this early.

Gen. Logan expects to have the support of Senator David I. Walsh and Chairman Frank J. Donahue of the Democratic state committee, as well as Mayor Curley. All three are said to favor Marcus A. Coolidge of Fitchburg for the Democratic nomination for the Democratic nomination for the Democratic nomination for United States senator, but there is also evident considerable support for Joseph B. Ely of Westfield, partly because Senator Walsh has his home in Clinton, near Fitchburg, and one of his law of-

near Fitchburg, and one of his law offices in the latter city.

Fitzgerald appears to be up against a combination of Democratic leaders who favor Logan, but he thinks Logan is over-confident regarding his support from leaders and also its value.

He believes he will have Curley and Lomasney behind him and that if Walsh and Donohue favor Logan they will not do so openly. Walsh has never taken an active part in a Democratic primary contest and Donahue as chairman of the state committee is supposed man of the state committee is supposed to be neutral in party contests. The answer of Ftzgerald to the Logan activity is that he is in the fight to

A general conference of Democratic leaders interested in getting as much harmony as possible is likely to be held

TRANSIT BILL

Declares Goodwin Wrong In Saying Act Aims to Fix Tunnel Location

NEW DEPARTMENT WOULD BE CREATED

President Gaspar G. Bacon of the Senate yesterday issued a statement in reply to the criticism of him offered before the committee on metropolitan affairs Monday by Frank A. Goodwin at a hearing on a bill relative to transportation facilities in the metropolitan district which was filed by Mr. Bacon.

The senator goes to considerable length to correct Mr. Goodwin's mistaken opinions in regard to the construction of the proposed East Boston tunnel, lest a misapprehension be created con-cerning the purpose and effect of the measure

The statement made by Mr. Goodwin which is objected to by Senator Bacon is: "This bill was introduced to make sure that the East Boston tunnel is built where the original plans called for its being built."

BACON'S REPLY

In his reply he says:

My amendment cannot possibly have any effect whatever on the location of the East Boston tunnel. I have no knowledge of the difference of opinion between officials concerned therewith as to where this location should be; but I do know that under the East Boston tunnel act the location of the tuntunnel act the location of the tun-nel and its terminals, all land tak-ings in connection therewith and all contracts made by the transit department under that act, where the amount involved is \$500 or more, must receive the written approval of the mayor of the city of Boston, and nothing, therefore, can be done and nothing, therefore, can be done without his written approval. The location of the turnel and everything in connection with its construction are within the absolute control of the mayor of the city of Roston

TO MAKE PROGRESS

The purpose of my amendment was to make progress—nothing and I sincerely hope that the -nothing else; that the conand I sincerely hope that the con-struction of some new lines will be authorized by this general court, to supervise and carry on which work this metropolitan transit de-partment will be necessary. I hope, for instance, that this year's Legis-lature will authorize the much-needed improvement at Governor square, and a new subway under needed improvement at Governor square and a new subway under Huntington avenue to the town of Brookline, both of which recommendations have been made by the mayor of Boston; and I hope further that any subway to Brighton will be extended through Somerville to North Cambridge and Arlington. If such construction is authorized, clearly a metropolitar transit department of the character which I have suggested is essential.

Let me add that this proposed metropolitan transit department does not come into existence until after May 1, and at that time, obviously, not only will the location of the East Boston tunnel have been made, but land takings will been made, but land takings will also have been made, and undoubtedly some of the contracts executed. All these things will be done by the Boston transit department, as is right and proper, with the absolute approval of the mayor of Boston.

The question of the construction of new lines or the extension of present lines is entirely independent of the questions relating to the ownership and operation of the Elevated road, which will appear on the ballot next November.

GOODWIN APPROVES FOUR CURLEY AIDES

Qualifications of Others Still Being Studied

Four of Mayor Curley's appointees to administrative positions in the municipal service were approved yesterday by the state civil service commission. They the state civil service commission. They are Samuel Silverman as corporation counsel, Mrs. Colin MacDonald as election commissioner, Eugene S. Hultman as building commissioner, and William Spottiswood as a member of the sinking fund commission.

Appointments on which the commission.

Spottiswood as a member of the sinking fund commission.

Appointments on which the commission has not yet acted are those of Joseph A. Rourke as commissioner of public works, Peter F. Tague as principal assessor, James E. Maguire as institutions commissioner, John J. Lydon as soldiers' relief commissioner, Joseph A. Conry as traffic commissioner, Edward F. McLaughlin as fire commissioner, Mrs. Helen C. Galvin as city registrar, Michael H. Corcoran as sinking funds commissioner and John Martin as park commissioner of civil service, pointed out that failure to approve the others was because his commission has not yet completed its investigations into their qualifications. Action of the four approvals was taken because final decision had been reached and the commission is willing to assist Mayor Curley, as far as lies within its organization of his departments.

The pendin quiries into the qualifications of the failure into the qualifications

The pendin cations of th quiries into the qualifications of the did the state of the qualification of the did the qualification of the did the did the completed within the commission does not come until tresday of next week.

HERALD / 29/30

OUR WAR MEMORIAL

With profound satisfaction we welcome the report of the Special Commission on the War Memorial for Massachusetts. In all its conclusions the Commission, composed of twentyone persons and representing all parts of the Commonwealth and varied interests, is unanimous, and all these conclusions seem right. The Commission reports in favor of an inspirational memorial, not a utility structure of any sort, with the possible exception of "a chapel or shrine, a depository for war flags and relics, and a hall of honor," and these are not in any real sense utilitarian appendages. The Commission recommends that the major memorial shall be erected in the Charles Basin with a minor memorial on the summit of Mount Greylock, and also goes on record for paying the costs of these memorials out of current revenue. If now we act upon these recommendations, we may forget the delays of ten years.

No finer statement has been made of the argument for a purely inspirational type of memorial. "The real purpose of any State memorial should be the translation of the ideals and emotions of the people into terms of stone and bronze and wood and glass in a work, which, together with its setting, would be of such true artistic expression as to constitute a permanent inspiration to generations yet to come." It would, indeed, "be a grave mistake" to subordinate that principle in whole or in part to any utilitarian features, and it would "be unworthy of a people so rich in history and tradition." Therefore the unanimous decision that the Commonwealth would "only stultify itself" by "mixing up" two things that ought to be kept distinct. The Commission rejects the idea as "unwise" of providing even veterans' quarters in the basement of the memorial structure. Therefore we are to have, we trust, "a permanent structure of beauty and inspiration"

The major memorial is to occupy an island of not more than five acres in the Basin close to, but not connected with, the Harvard Bridge. We feel that the people will indorse emphatically the opinion of the Commission that "no finer site for a war memorial could be selected anywhere in the United States." That site is accessible and in the midst of the greatest centre of our population. A tower there can be seen for many miles, and the water setting will vastly enhance its beauty. The second memorial. minor in the sense of being less elaborate, would be some form of tower on Greylock, the famous Perkshire peak, visible from four States, and a Massachusetts reservation for years. The Basin memorial would cost a million and a half, the Greylock tower \$100,000, of which \$350,000 would be provided in the current year, \$650,000 next year, and the balance the year following.

These conclusions the Commission reaches after a long and careful survey of the memorials in other States and in other lands, those of our cities and towns also, and those on the battlefields of France. In almost all these classifications the Commission found the majority judgment to favor the inspirational idea. The care with which this report has been prepared and written and the nature of the conclusions take away the sting of the remark at the outset that "Massachusetts stands practically alone among the States of the Union in having failed to provide a memorial of any kind" for the men who fought not only in the World War but in the Spanish and the Civil Wars as well.

Democrats Who'll Dine Mayor Curley



Mrs. Margaret A. Hartigan, Roxbury, vice-president Women's Demo-cratic League of Boston; Mrs. Alice E. Lyons, Dorchester, president of the same club; Henry E. Lawler, president Democratic city committee, and Mrs. Mary E. Gallagher, secretary of the women's organization, in charge of victory dinner tonight to Mayor James M. Curley.

Bargain

Dame Boston seems to be doing well in her agreement with Sister Brookline in the arrangement, just authorized by the Boston City Council, by which Boston is to bear one-third and Brookline two-thirds of the cost of improving Muddy river and Leverett pond at an estimated cost of \$105,000. Five years ago there was suggestion that Brookline would pay 58 per cent of the cost. This offer was raised to 60 per cent in 1926. Now Boston is to pay only one-third. There will be a saving on that, too. Some 40,000 yards of material to be removed in the river dredging will be used for filling and grading Columbus Park.

\$1,500,000 WAR MEMORIAL ON CHARLES O. K.'D

A \$1.500,000 war memorial building on an island in the Charles River Basin and a \$100,060 tower and beacon on Mt. Greylock, near Williamstown, were recommended to the Legislature yesterday by the Massachusetts war memorial com-

mission.

Both memorials should be of "distinctly inspirational type," the commission's recommendation said,

commission's recommendation said, and should be built on plans obtained in open competition.

Of the total sum, \$25,000 would be set aside for the purpose of conducting a contest among architects and sculptors of the entire pation, in an endeavor to obtain nation, in an endeavor to obtain the best possible memorial plans. Simultaneously with the unani-mous recommendation of the com-

mission, Gov. Allen sent a special message to the legislature endorsing the plan and urging its adop-tion at this session.

\$30 HUB TAX RATESEENBY MAYOR CURLEY

Taxes uncollected on account of the stock market collapse, a treasury surplus less by \$2,000,000 than that of 1928, increase in some departmental personnels, wage increases, city growth and falling off in state income tax collections were among the reasons ascribed for a probable increase of \$2 in the Boston tax rate as forecast yesterday by Mayor James M. Curley. After studying a report from City Auditor Rupert S. Carven on city finances, as of Dec. 31, 1929, Mayor Chiley said the city's 1930 tax rate would undoubtedly be \$30.

Uncollected taxes for 1929

Uncollected taxes for 1929, amounting to \$8,416,244, exceed by \$1,000,000 the largest amount uncollected in any previous year. The treasury surplus of \$1,231,321 is more than \$2,000,000 less than the 1928 surplus, which was \$3,454,358. This difference is equivalent to a tax rate of \$1,15 tax rate of \$1.15.

POST /29/30

MANY OPPOSED TO GREATER BOSTON

Brookline, Newton, Watertown and Milton Strongly Against Plan ---Some in Somerville for Boroughs

In five cities and towns in the Metropolitan area, each of which borders on Boston and would be a in favor of the greater city as far as wital unit in any form of building up town departments is concerned. We one large metropolitan city, a canvass of representative citizens yesterday indicated that only one city, Somerville, showed any sentiment toward joining Boston in any manner.

STRONGLY AGAINST PLAN

In the other communities in which opinions were sought by Post reporters
-Brookline, Newton, Watertown and
Milton, there apepared to be an overwhelming desire on the part of the citizens to retain their present form of municipal administration in every par-ticular. In Newton no one could be found who favored joining Boston as a borough, or in any other form. The Somerville residents who voiced their opinion on this matter, made it

clear that the only form of annexation they would favor was a scheme in which they would not be "under the thumb of Boston." Those who assented to the proposed plans of annexation said they did so with the qualification that they would have entire jurisdiction over their own affairs.

Analysis of Vote

Though the wealthy town of Brook-line is almost entirely surrounded by Boston, there was little sympathy for anything that indicated a political or civic affiliation with Boston. Of 30 people interviewed in all sections of the town, only eight were in favor of annexation and 82 definitely opposed to any form of it.

In Somerville the interviews of 67 residents indicated 37 who believed their residents indicated of who believed their city would receive some advantage by being a part of a large municipality and 30 voted against any type of merger.

A canvass of Newton resulted in 55

opinions against merging and none in favor. In Watertown 65 citizens were favor. In Watertown 65 citizens were divided into 40 opposed to annexation and 25 for it. Out of 74 residents of Milton only 11 said they would favor being counted as a part of a Greater Boston, and 63 were opposed.

Brookline Comments

Among the Brookline citizens who elpressed opinions on merging their town with Boston were the following:

Chelsea and other places, with no possible advantages to the people of this town."

B. V. Degen of Classin road: "I am

town departments is concerned. We should have local supervision. Brookline is a very accessible place. It's all very well for the little cities and towns in the Metropolitan district to maintain a 'holier than thou' attitude toward Boston. They may say what they want, but without the big city right next door Brookline would be a country village."

William Harkins of 20 Alton place:

be a country village."

William Harkins of 20 Alton place: "Brookline is a whole lot better off as it is at present. Boston is big enough to take care of itself. What they want to do is to get in all the wealthy people and their property. I as it is at present. don't think Boston will ever get Brook-

Thomas F. Costello of 22 Winslow "There would be no advantage to the town of Brookline to be included as a part of Boston. We are much better off out here to be under our own government."

Favors Merger

C. Robsan of 55 Marion street: "We have many things in Brookline that few towns or cities enjoy. When it snows at night the people in Brookline snows at night, the people in Brooking wake up and find that the sidewalks in front of their houses have been shoveled for them. This is a fine place, but I would like to see it joined with Boston toward making one big city out of all the little places.

A Brookline man, who lives in the Coolidge Corner section and did not care to give his name, stated that he lived in England for a number of years and he doubted very much if the London system of boroughs could ever be adopted in Boston. He claimed that public officials of London sought office for honor only and that they had no thought of acquiring wealth and were not dependent on the salaries they re-

William F. Waldner of 138 Cypress street, druggist: "I am certainly am certainly against Brookline becoming a part of Boston. We are getting along very nicely with our town government. Look at our streets. They are the best. All you have to do is ride through Brooktown you can tell. Then the other departments are of the highest standard."

Irving P. Gammon of 1703 Beacon street: "I think Brookline should stay out of Boston, as the conditions in

Among the Brookline Crizens who elpressed opinions on merging their town with Boston were the following:

Elmer E. Bray of 3 Brewster terrace: "Brookline is a nice little town, or rather a nice big town. If we became a part of the larger city we would have all the troubles of Boston, as the conditions in Brookline are of the best. There is none better in the surrounding towns or came a part of the larger city we would have all the troubles of Boston, Fermand Corbeil of 40 University

road: "Annexing Brookline to Boston? No, I am against it heart and soul. The present government is satisfactory.

Lees Against It

Frederick Meyers of 1663 Beacon a short time, but I think it would be a good idea to annex with Boston."

Mrs. Everett Jones of 1658 Beacon street: "I think it would be the worst

thing that could happen to have Brookline annexed to Boston. I have properry in Boston and know what the taxes are and the conditions. You know, that the streets of Brookline are the best, so is the fire and police protection and the educational system."

educational system.

Thomas Lee of 1668 Beacon street:

"No, Brookline should not be annexed to Boston. The town is better off."

Jeremiah and Dr. George M. Lee, brothers of Thomas Lee, were of the

same opinion. Benjamin J. Steverman of 11 Glenland road, Chestnut Hill, Harvard square, Brookline, business man: "I don't think Brookline should be annexed to Boston Brookline should be annexed to Boston and I guess you will find very few who do. It may be selfish, but you would not get for your money what you get in Brookline now. Look at Hyde Park."

William D. Paine of 17 Hancock street, newsdealer: "You will find most everybody in Brookline against annexation." It would do Prockline no good

tion. It would do Brookline no good. The citizens at large are against it, because of the fact that street conditions, the fire, police and schools are the best. Where can you go and find that the street department clears the sidewalks as well as the streets just as soon as the snow falls?

A. J. Caulfield, Brookline Village real estate man: "I am strongly against annexation. Look at the playgrounds,

schools, streets and the fire and police protection we get. It would be foolish."

Fred Meade of Mackay & Meade, Harvard square hardware dealers: "I cannot see any benefit from annexation. We are satisfied with our good. tion. We are satisfied with our gov-

Miss Anita Beaton, Washburn place; Miss Dorothy Carlisle of 163 Brook street, Geneieve Muldowney, 275 Wal-nut street, and Miss Caroline Lyons, 59 Boylston street all expressed their opinions and were strongly against annexation.

Brookline Would Gain

Thomas O'Neil of 22 Boylston street: "I think Brookline would benefit by annexation, but it would be expensive. It would take things out of the hands of one ring and put it into another.

Peter J. McGarry of 42 Villa lane: "I think it would be a good thing to annex Brookline to Boston. It would get rid of this family affair we have in the town hall."

John T. Driscoll of 23 Thayer street, Village square business man: "I am in favor of annexing Brookline to Boston. It would give us a change of affa'rs from what we have been having for so long."

for so long."

Frederick T. O'Day of 43 Boylston street: "I am against annexation. Look at that," pointing to a paper telling of the \$2 raise in Boston taxes. "that is enough."

The comments of some of the Somer-

The comments of some of the Somerville residents were as follows:
William S. Howe of 15 Summit avenue: "The matter should be given saneconsideration. There should be no snapjudgment. Undoubtedly some method of
greater co-operation than at presentcan be worked out by the Metropolitan
units. I consider the appointments of
Mayor Curley to the commission to con-Mayor Curley to the commission to consider the matter is a very good move. Some of the men of the commission are as competent experts on municipal government as there are in the world.

Would Boom Realty

Weston M. Snow of 47 Union square. It will boom real estate."

J. Abbott Clark of 10 Bigelow street, Somerville: "No, I am not in favor of the idea. Somerville is all right as it is without Boston.'

Miss May Pillsbury of 249 Highland avenue, Somerville: "I certainly am not in favor of Somerville being annexed to Boston. There would be no good derived from the union.

Joseph Donnelly of 137 Summer street,

Somerville: "Yes, I am in favor of Somerville becoming part of Boston."

Chester M. Hutchins of 24 Wesley park, Somerville: "I am not in favor of Somerville joining Boston. I do believe there should be a commission to look after the interests of the cities and towns of Greater Boston, but each city and town should retain its own govern-

Joseph E. Gendron of 15 Bow street. Somerville, said he was not in favor of Somerville or any other city or town joining Boston. He was in favor of a commission to look after the interests of these places regarding water and other improvements in which they have now no say, as the members commission who handle such things are not subject to the people of these sections, but to the State only.

Charles Harper of 104 Summer street, Somerville, was not quite sure of how he stood on the question, as he had not given it sufficient thought.

Newton Folk Opposed

Some of the comments of Newton people follow:

Victor H. Vaughan, of 78 Common-realth park west, Newton Centre: wealth "Newton is a beautiful city of about 18 square miles. We have a good city and one that is well managed. Some cities or towns may gain by such a proposed merger, but not so with New-

Hugh E. Devine, of 31 Gilbert street, West Newton: "At present I am opposed to annexation, and before I would change my mind on the matter I would like to know how other places previously annexed look on the action. For instance, how do the people of Hyde Park feel about the annexation of that section? Would they do the same thing again if they were sep-arate? Newton schools are of the arate? Newton schools are of the best, the buildings for the most part the last word in modern schoolhouse con-

He went on to say that the tax rate was fayorable in Newton, and that the city was well governed. With due regard for the success of Newton as a city, he said that he would have to hear very convincing arguments to alter his opinion.

Miss Rose Jasper, of 5 Margaret road, Newton Highlands: "I believe that Newton has demonstrated that as a city the people are capable of proceeding alone and developing along good lines. Although I think Boston would benefit by the merger, I do not believe that

such a plan.

Watertown Interviews

Among the comments expressed by the citizens of Watertown were the following:

John F. Donnelly of 23 Grenville road: "I would not fayor the merger, because I do not think the action for the best interest of the town. Watertown is the mother town of several other surrounding places, which were all formerly a part of this town."

A. Perkins of 73 Fayette street: "Our town enjoys good government, we have excellent streets and good conditions in many other ways. I would oppose any merger, preferring that Watertown develop further along the same

lines as in the past."
L. W. Simonds of 100 Church street: "I would not answer yes or no to the question of annexation until I had given the matter due consideration. How-

ever, I believe that the town needs a new form of government."

Gerald Sheehan of 28 Waverley ave-nue: "I would be in favor of any merger that would provide a new form of government for the town of Watertown. The present form should be changed."

How Milton Feels

The following comments were expressed in Milton on the subject:

Mrs. Harold Brown of 575 Eliot street "I am certainly not in favor of joining Boston in any way. We in Milton have been getting along fine for years, and as far as I can see there exists no single reason why we should join Boston. My husband feels as I do. In fact, I don't know of anyone in this neighborhood who would tolerate the idea

William Byrne of 299 Central avenue "Join Boston? I should say not! Just what would the town of Milton gain by such a union? Our land would depre-We would have less to say about ciate. the running of our local affairs than we do now. I have no confidence in the self-government clause. Besides, why should we join? I fail to see even one advantage to Milton. Any Milton resident who favors such a union should go right down to the nearest psychopathic ward and have his head examined.

Spiros Klavis of 26 Central avenue: "I think annexation would be the finest thing in the world for Milton. The union would stimulate business. Milton is too dead now. We have too many blue laws, too many anti-building laws."

Frank Polsky of 42 Lincoln street: "I haven't given much thought to the merger, but I don't think I'd be in favor of it. My wife is not home now, and I should have to talk it over with her before deciding."

Nothing to Gain

Fred Paisley of 91A Thatcher street: "Milton has its own history and individuality, and we should not be willing to lose it all now, after keeping

Somerville: "I am in favor of the idea, we in Newton have anything to gain in it since Revolutionary days. There is nothing tangible to gain, as I see it. I don't believe local self-government would do anything but 'ball things up' with a mess of red tape. Let things go on as they are now. We're satisfied." Mrs. George Nestor of 333 Canton avenue: "I don't know how my hus-band would feel about it, but I think I'd favor annexation.

Paul Kimball of 130 Central avenue: "Offhand I would say that I am opposed to any annexation. There might be advantages, but I believe the disadvantages would heavily outweigh

Mrs. Edward S. Cole of 16 Projecta oad: "Why should Milton be annexed road: to Boston and find itself embroiled in a huge political mess? We're perfectly satisfied to remain a small country town, with a fine, clean, little, efficient government of our own. vantages at all in joining Boston, nor has anyone I have talked to on the subject. I believe Hyde Park wishes now it had never joined Boston."

Martin Travis of Highland avenue: "I think the younger element, the progressives, are in favor of a Greater Boston. It is only the conservative, older element in favor, as usual, of things as they are. I think the step would ultimately mean progress for Mil-

ton. It would benefit Boston business and thus indirectly aid the town."

E. T. Murphy of 170 Warren avenue was opposed to Milton joining Boston because he could see no possible advantage except better schools.

Harold J. Ladd of 237 Warren avenue:

We would have higher taxes and less service. Our streets would be worse than they are now and I can't see what good we would get out of it."

C. I. Pearson, 8 Breck street: "I think it would be fine for Milton to become part of Baston but we should be

part of Boston, but we should keep our board of selectmen. In that way we could handle our affairs here easier and have the advantage of being part of a big city."

URGE PAY RAISE FOR CITY COUNCIL

Only minor opposition developed yesterday at the State House before the legislative committee on cities to the bills of Senators Michael J. Ward of Roxbury and John P. Buckley of Charlestown for increasing from \$1500 to \$2000 the annual salaries of the members of the Boston City Council.

former member of the Council himself, Senator Ward gave the commit-tee a detailed outline of the work the councillors do. He mentioned that they meet every week, but are on duty every day to take care of the interests of their constituency.

Representative Richard D. Crockwell of Medford inquired of Senator Buckley if the latter would have any objection to a referendum to the people on the proposed increase and the latter said he had none. Senator James Torrey of Beverly then questioned whether such an increase would be warrantable with, as he expressed it, 80,000 men out of employment in Boston.

MEN BEHIND TUNNEL NOW FOR BRIDGE

Decision on Traffic Connection Put Off Two Months

ACTION TO AMEND LEGISLATIVE BILL

Span Plan Likely if War Department Approves

BY WILTON VAUGH

Final decision on the proposed traffic connection between East Boston and the downtown city was put off for two more months by Mayor Curley yesterday when the sponsors of the \$16,000,000 tunnel urged the construction of a bridge.

perts that he would gladly see this item thrown away if ultimately the taxpayers could be saved from less cost \$2,000,000 to \$5,000,000 by building a bridge instead.

As the East Boston tunnel act car-approval of the war Department and ried no provision for the construction declared that he was firmly convinced of a bridge, limiting the authority of that the federal officials would approve the city to tunnel construction, the legislating the pro-Mayor requested Assistant Corporation Counsel Samuel Silverman to file an amendment with the Legislature tomorrow, seeking authority to build either a

or a tunnel.

Granted the power to build a bridge, the city would immediately present its plan to the War Department for approval. The State and federal procedwould require at least from six weeks to two months.

This action was recommended by the conferees because the Secretary of War declined to decide at what height the span would be required to reach above mean high tide in Boston harbor until the bridge plans were formally presented for approval.

All Depends on War Department

While a height of 200 feet was required for a New York bridge recently, experts yesterday were optimistic in their belief that a height of 135 feet would be approved for Boston, as most of the big docks are below the proposed line of the by height.

of the blg docks are below the proposed line of the bridge.
Unless the War Department approves a height of 150 feet or less, Mayor Curley told his conference that he would abandon the bridge plan and order the construction of the tunnel. But before delaying the definite decision for two months, the Mayor received the assurmonths, the Mayor received the assurances of the tunnel sponsors that they would make no effort to take the \$16,-600,000 tunnel construction job away from the city transit department and turn it over to a metropolitan commission through new legislation this year.

"City Will Benefit by Delay"

While waiting for the approval of the Legislature, the State Public Works the Legislature, the State Public Works Department and the War Department, for their approval of the proposed bridge, the Boston Transit Commission, which has scoffed at the bridge idea, will go forward with its tunnel plans, so that no time will be lost in the event so that no time will be lost in the event governmental approval is denied the bridge plans.

"Nobody but the real estate speculathe city will benefit by it," the Mayor stated last night. "When we finally reach a definite and final conclusion, it is my desire to get what is best for the present and future of the city. It is present and future of the city. It is immaterial to me where the land is taken. It is mainly an engineering problem for experts."

Harriman Now for Bridge Plan

The battle for a bridge instead of a tunnel was started again yesterday by Everett E. Stone, member of the State Public Works and Metropolitan Planning Commissions, who insisted that a foundary has a hully for the four-lane bridge could be built for the cost of a two-lane tunnel, and he fur-ther insisted that the operating costs of a tunnel would be twice as high as those of a bridge. The comparative those of a bridge. The comparative savings, he said, would be more than enough to pay for the initial cost of the bridge in 23 years.

Praise of the bridge plan was voiced by former Chairman Henry I. Harriman of the Metropolitan Planning discounts.

construction of a bridge.

Although \$50,000 has already been spent on plans, soundings and borings for the proposed tunnel under the provisions of last year's legislation, the Mayor told his conference of expenses that he would gladly see this

Would Accommodate More Traffic

tem thrown away if ultimately the chairman Fay declared that at far axpayers could be saved from less cost the four-iane bridge would accommodate twice the traffic that could be served by a two-lane tunnel. He stated that he had had 35 years' experience in huilding bridges with the approval of the War Department and declared that he was firmly convinced osed Bosten bridge. A single-tube unnel would never satisfy the demand ere, he said, explaining that the rate travel would be lessened to the speed travel would be lesselled to the speed the slowest-moving truck, as the her vehicles could not pass it. Mr. Harriman declared that Boston

"very good fighting chance of rtment." He stated that a height of ly 150 feet was required for a bridge

Newark, and expressed the belief Newark, and expressed the bener at most navigable vessels are built w enough to pass under Brooklyn idge, which is not more than 135 feet gh at mean full tide.

Sullivan Opposed to Bridge

Representing Ralph Modjeski, one of e leading bridge designers in the

untry, Clement E. Chase of Philadelila, ventured that the chances of get-ng a height of 135 feet from the War bepartment were excellent in view of he fact that New York, Philadelphia and other cities have bridges of that aeight. He declared that American battleships are built to pass under the 185 foot span of Brooklyn bridge to pass to and from the Brooklyn navy yard, and stated that the topmast of the airplane carrier Saratoga was only 128 feet high.

Recording the opposition of the Transit Commission to the bridge plan, Colonel Thomas F. Sullivan, chairman, stated that after 62 years of agitation and study, the bridge proposal

and been abandoned and the experts and agreed on a tunnel last year.

Foresees Protest Over Tolls

Colonel Sullivan questioned the city would be able to collect tolls on a bridge to East Boston, in view of the fact that free bridges are maintained between Boston and Cambridge Charlestown and Chelsea South Boston. He declared that people were willing to pay tolls to go through a tunnel in the metropolitan district, but would rebel against paying bridge tolls. "To set aside the tunnel for a problematical bridge is peculiar," protested Chairman Sullivan.

Chairman Fische A. Goodwin of the

Chairman Frank A. Goodwin of the Finance Commission, volunteered that he was "dizzy" after listening to the various plans proposed and that he was satisfied that his commission was right a few months ago in stopping the city from driving through the tunnel without further study

"Whole Situation Has Changed"

William J. McDonald, Park square realty developer, admitted that he was "at sea" on both the tunnel and the bridge and he urged further consideration. "We all accepted the tunnel plan under a misunderstanding. The bridge is certainly worthy of a few months' consideration."

consideration."

Mr. Harriman, who sporsored the tunnel at first, explained that "the whole situation has radically changed. A change of view is justified by a change of facts. Tunnel construction costs have tremendously increased, while bridge costs are lower today." while bridge costs are lower today."

Urges Bridge Plans Be Drawn Up

When it was contended that a delay of a few months now would ultimately result in a saving of time should the construction of a bridge be decided construction of a bridge be decided upon, the Mayor urged the experts to draw up plans for the bridge, which could be built in three years, while the tunnel construction would require at least four.

Following action by the legislature, the Mayor will call another conference the Mayor will call another conference of tunnel experts. Among those present yesterday, in addition to the speakers, were Transit Commissioners Nathan A. Heller and James B. Noyes with Chief Engineer Ernest R. Springer, Chief Engineer O. D. Fellows of the Metropolitan Planning Division, E. H. Hoyt, Robert Whitten, consulting engineer, and Miss Elisabeth M. Herlihy of the City Planning Board, City Auditor Rupert S. Carven and Assistant Corporapert S. Carven and Assistant Corporation Counsel Samuel Silverman.

HERALD 1/29/30

1930 Boston Tax Rate May Be Over \$30, Curley Forecasts

The Boston tax rate for 1930 may be Nichols. In succeeding years the rate in excess of \$30. Financial requirements will force, according to estimates, an increase of approximately \$2 over the 1929 rate of \$28.

the 1929 rate of \$28.

Such an increase appears now to be inevitable in the opinion of the mayor and in spite of the most careful pruning of the estimates of department heads of their financial needs for the year, he foresees no probability of preventing an increase of \$2,000,000 for departmental activities.

1926 RATE HIGHEST

The highest tax rate in the history of the city was \$31.80 in 1926, the first

was reduced to \$30 in 1927, \$28.80 in 1928 and \$28 last year.

Balancing of the books for the municipal year which ended Dec. 31 was completed yesterday and the announcement of City Auditor Carver that there was a surplus of \$1,231,321 at the end of the Nichols administration was coupled with the announcement that uncollected taxes assessed in 1929 were

Had the normal percentage of collections been reached, the surplus would have been \$2,500,000, an amount sufficient to be a surplus of our the surplus of th vear of the administration of Mayor tax rate for the current year. cient to have a favorable effect on the

For tax rate computation purposes, the surplus at the start of the year. compared with the surplus of \$3,454,558 on Jan. 1, 1929, will have an adverse effect to the extent of \$1.15.

Increases in the personnel of departments together with the generous salary ments together with the generous salary increases allowed during the last half of 1929 by ex-Mayor Nichols will have a direct bearing upon the tax rate for the current year. Mayor Curiey provide for these salary increases and the salaxies of increased personnel for an entire year, whereas the financial effect, last year, was not noticeable in the tax rate as the increases were allowed after the rate had been deterlowed after the rate had been deter-

How much of a falling off there will be in Boston's share of the income tax and other taxes collected by the commonwealth but distributed among the cities and towns can not be estimated, but that it will be considerable has been the warning which Tax Commissioner Long has given to officials of all municipalities in the state.

URGES ACTION ON MEMORIALS

Allen Approves Plans for 2-Wants Work Done This Year

\$1,600,000 NEEDED TO HONOR VETERANS

Gov. Allen gave instant and enthusiastic approval to the unanimous report of the special commission on war memorials which yesterday submitted to the Legislature its recommendations for two memorials of inspirational type to be erected—one on an island in the Charles river basin and the other on the summit of Mount Greylock in Berk-shire—to the men and women from Massachusetts who served in the na-

The recommendation asks for an appropriation of \$1,500,000 for the major memorial on an island to be constructed in the basin and \$100,000 for the Mount

in the basin and \$100,000 for the Mount Greylock memorial, which would be a lookout tower or granite shaft sur-mounted by a perpetual beacon light. In submitting its recommendations the commission is unalterably opposed to the erection of any memorial which would have any utilitarian features. Such a memorial," it says, "would not be a proper or permanent expression of be a proper or permanent expression of the people of Massachusetts to the memory of her men and women who served in time of war."

AGAINST SPECIAL TAX

The commission is opposed to any special tax proposal for raising the necessary funds and recommends that the money come out of current revenue over a two or thre-year period.

It asks that the entire amount be authorized by the current session of the Legislature and in a special message to both branches yesterday Gov. Allen urged that the matter receive immediate and serious consideration and that legislation be enacted at this session.

In opposing the inclusion of any utilitarian features in connection with the proposed memorial in the Charles river basin the commission does not exclude a chapci or shrine, a depository for war flags and relics and a hall of honor.

In fixing the arbitrary amount of In fixing the arbitrary amount of \$1,500,000 for the basin memorial the commission found that it would cost \$500,000 to build the island and that no fitting memorial could be erected for less than \$1,000,000. Of this total, \$25,000 is for a contest among architects and sculptors of the nation to obtain the best plan. tain the best plan.

The selection for the major memorial The selection for the major memorial was made because the commission is convinced that it must be located in that section which represents as nearly as possible the centre of the largest portion of the total population. Accessibility was another prime consideration.

IN CENTRE OF BASIN

The island should be constructed in the centre of the basin and contiguous to the Harvard bridge, about five acres in area. The memorial would have a lofty tower visible for many miles in all directions.

Gov. Allen commends the commission of 21 with the compliment that "seldom,

of 21 with the compliment that "seidom, if ever, has such unanimity of opinion been expressed by any group of individuals on any subject as is shown in the report of this commission." An added observation, made obviously to speed up favorable legislation, is "Massachusetts has already delayed too long in honoring her vast army of herees of all wars."

The members of the commission are: William H. Eaton of Pittsfield, chairman; John Aliot of Boston, Raymond O. Brackett of Marblehead. Charles A. Coolidge of Boston, Eben S. Draper of Hopedale, Clarence R. Edwards of Westwood. Thomas F. Foley of Worcester, Claude M. Fuess of Andover, William H. Griffin of Boston, Leo M. Harlow of North Easton, Robert W. King of Springfield, Mrs. George W. Knowlton of Upton, Edward L. Logan of Boston, Charles F. McCarthy of Marlboro, Mrs. Lettie Oppenheimer of Springfield, Morton Prince of Boston, John W. Reth of Boston, John H. Sherburne of Brook-Morton Prince of Boston, John W. Reth of Boston, John H. Sherburne of Brook-line, Max Singer of Boston, Crawford K. Sweeley of Somerville and James H. During its delibert

Webb of Boston.

During its deliberations Dr. Prince died and the vacancy thus created was filled by the appointment of Joseph R.

RECORD /29/30 BRIDGE OVER BAY DEPENDS ON U. S. MOVE

If the federal government insists upon a clearance of 135 feet above the waters of the harbor for a bridge, Mayor Curley will order the \$16,000,000 tunnel built instead to connect Boston and East Boston, he stated at a conference yester-day in City Hall.

day in City Hall.

Notwithstanding this apparent
bar in the way of a bridge, the
city council committee on metroapparent politan affairs ordered Corporation Counsel Samuel Silverman to present an amendment to the tunnel act providing for the building of a

bridge.

Col. Thomas F. Sullivan, chaircol. The transit commission, said man of the transit commission, said the bridge would have to be a bridge and this would probably lead to protests similar to those when the East Boston street car tunnel was opened.

This led to the tolls being abolished in 1914. President Henry I. Harriman of the Chamber of Commerce and Thomas H. Fay favored

Only One \$1000 Gift to Goo Goos

Only one of the Good Government Association's contributors gave \$1000 it developed yesterday when the statement of receipts and expenditures of the organization expenditures of the organization were filed with the city clerk. She—it was a woman—was Miss H. H.

Kimball.

Most of the contributions were in small sums to make up the \$21,-811.55 the society received. It spent \$22,622 and borrowed \$7500, though it did not appear from whom. Among those giving \$500 donations were Mrs. C. C. Jackson, Joseph Lee, Charles Jackson and Malcolm W. Greenough. Mrs. William M. Wood gave \$400 and Mrs. James J. Storrow \$250, while C. C. Converse gave \$200.

G. G. A. LISTS GIFTS MADE IN PAST YEAR

Total \$21,811 Receipts and Expenses \$22,622

Treas William Minot of the Good Jovernment Association yesterday filed with City Clerk Doyle the report of receipts and expenditures for 1929. Receipts include a loan of \$7500 and total \$21,811.55. Disbursements amounted to \$22,622.

amounted to \$22,622.

Among the contributors listed were: \$1000—Miss H. H. Kimball. \$500—Charles Jackson, Joseph Lee, Majcolm W. Greenough, Mrs C. C. Jackson. \$400—Mrs William N. Wood. \$250—Mrs James J. Storrow. \$200—C. C. Converse. \$100—P. W. Sprague, Miss E. F. Mason, J. D. Williams, Augmetus Hemenway, Dudley L. Pickmen, Eliot Wadsworth, Mrs L. A. Frothingham, Harold S. Davis, R. G. Stone, E. D. Brandegee, J. J. Storrow Jr. William Glimour, Mr and Mrs F. W. Stearns, Francis W. Adams, F. L. Higssinson.

G. A. Frothingham. Harold S. Davis, R. G. Grone, E. D. Brandeyee, J. J. Storrow, T. William Gilmour, Mr and Mrs F. W. Stearns, Francis W. Adams, F. L. Illiz-150.

Minot, Mrs Robert Homans, Mrs Ralob B. Williams, Mrs R. T. Paine 2d. E. J. Bliss, L. J. Bliss, Jr. R. W. Boyden, Miss A. P. Tapley, Robert B. Stone. Miss A. P. Grandin, A. W. Moors, Field & Cowles, C. P. Curtis, Henry B. Dav, Mrs William Simes, Bentley W. Warren, Augustus F. Goodwin, Mrs M. G. Hausthon, Lars Anderson. Mrs M. G. Harderson. Mrs M. G. Jackson, Frederick S. Pratt, Howard L. Rogers, James F. McElwain, G. G. Whitney, Henry R. Daiton, Miss M. C. Jackson. T. A. Watson, Moses Williams, W. B. P. Weeks, R. E. Chafey, R. G. Curtis, F. H. Beebe, Amory Eliot, F. N. Sheldon, Dr E. S. Abbot, Jeremiah Smith Jr, Miss L. W. Case, H. P. Kendall, B. J. Rothwell, W. S. Townsend, N. P. Hallowell, F. A. Farrar, A. W. Winslow, E. D. Ver Planck, Mrs G. P. Sanger, Mrs R. T. Fisher, Lawrence Curtis, Mrs S. Brooks, Irving & Casson, G. H. Norcross, R. T. Paine 2d, W. C. Lorins, Henry D. Cabot, Roland Gray, Solomon Agoos, Mrs Donald McKay Frost, T. N. Perkins, A. L. Fish, J. A. L. Blake, William Simes, T. H. Brown, W. G. Haughton, Mrs F. W. Hobbs, Frank B. Bemis, S. H. Wolcott, F. R. Bangs, Mrs H. Sears, Mrs H. P. Kidder, George C. Shattuck, S. H. Wilden, L. H. H. Johnson, F. M. Leonard, W. W. Jenks, Donald McKay Frost, Mrs H. D. Curtis, D. Holmes, C. A. Adams, Mrs H. D. Curtis, D. Holmes, C. A. Adams, Mrs H. C. Ernst, C. E. Riley, Mrs W. L. McKee William Emerson, M. N. Shattuck, William Emerson, M. N. Shattuck, Mrs H. D. Curtis, D. H. Hall, Mrs S

Mayor Curley has written to Massachusetts members of Congress asking them to get a tariff on shoes, but the trouble seems to be that there are not enough Massachusetts Congressmen to do this.

\$30 TAX RATE HERE **EXPECTED THIS YEAR**

A surplus of only \$1.231,321.94 at the direct bearing on the tax rate, end of the fiscal year just closed, as against a surplus of more than \$3,000. Curley to Frune Budget 000 the previous year, and the likelihood that the Curley administration will be called upon to spend \$2,500,000 more than did the Nichols administration last year are responsible for the expected increase.

Accounting Completed

Accounting Completed

The city's fiscal year closed Dec 31, but the books were kept open several days thereafter for back payments. Yesterday the accounting was completed for 1929 and showed the surplus to be slightly in excess of \$1,000,000. Of this total, the city surplus is \$884,635.88 and the school surplus \$346,686.06. The two are not merged, although the school surplus is taken into account in fixing the tax rate for the next year. the next year.

Formal announcement of the tax rate will not be made until mid-Summer; already, however, it is certain that there is no prospect of reduction in that

The city's surplus of \$884,635.84 is left after all known liabilities in-curred during last year have been met. Comparison with the total surplus of 1928 makes it apparent that there will be available for tax rate purposes \$2,223,236.64 less—approximately \$1.15 on the tax rate.

\$8,000,000 Uncollected

The total uncollected taxes amounts to \$8,416,244.63. This amount is said to \$8,416,244.63. This amount is said to exceed by \$1,000,000 the amount outstanding in any one previous year. City Collector George H. Johnson did a very commendable job, but the slump in the stock market had its effect on collections.

A checkup showed that practically all the city departments were without unexpended balances. Budget esti-mates were not sufficient to meet the ordinary expenses of many of the departments, and some of the departments, such as the hospitals, Soldiers' Relief Bureau and the Public Welfare Department had deficits.

Such a condition is a bit discour-aging to the administration just on the threshold of a four-year term, but it is a condition that is not unusual for a is a condition that is not unusual for a new Mayor. It is much less discouraging than the prospects that faced Ex-Mayor Andrew J. Peters when he became Mayor of the city, and he came through with a sizable surplus. City Auditor Rupert C. Carven said yesterday afternoon that the financial struc-

ture of the city was never stronger than at the present time and that it has the complete confidence of finan-cial interests.

Last Mayor Generous

Curley Reveals That Rise

It was pointed out yesterday afternoon that the city had no control over the economic conditions of the last several months, and that the previous administration was generous with salary increases and added substantially to departmental personnels in the last few months of last year, resulting in a condition that did not reflect itself on the tax rate of 1929 because the increases were made after the tax rate had been established.

After giving warning in his inaugural address that the cost of local government was going to rise in 1930 and in the intimating that increases in personnel stated that the substantial surplus in and salaries would cause a jurn of 1927 and in 1928 was due in large intimating that increases in personnel stated that the substantial surplus in and salaries would cause a jump of approximately \$1,000.000 in expenses, Mayor Curley yesterday afternoon announced that the present tax rate of rations, has already given warning \$28 per \$1000 valuation would probably be increased \$2 this year.

This, of course, will have a direct hearing on the tax this.

Curley to Frune Budget

Mayor Curley will soon confer with
Budget Commissioner Charles J. Fox
on the estimated appropriations and
tax orders for the present year as submitted by the various department
heads, and no doubt they will cut them
down substantially. Despite this pruning of estimates, the financial needs
of the city this year as compared with
last year indicate that the taxes will
jump at least \$2.

The highest tax rate in the history
of the city was that of 1926, the first
year of the Malcolm E. Nichols' administration, when the rate was \$31.80.
In 1927 there was a reduction of \$1.80

In 1927 there was a reduction of \$1.80 to \$30, in 1928 a reduction to \$28.80, and last year Mayor Nichols lopped off 80

cents, making a flat rate of \$28.

The following tabulation shows the amount available at the end of each year as a deduction in the succeeding year in arriving at the tax rate:

1929 \$884.635 346.686 1.231.321 1928 2.756.378 668,180 3.454.558 1927 1,701.724 617.992 2.319.717 1926 309.715 739.519 1,049.235

RECORD/29/30

Board Approves 5 Curley Appointees

The State Civil Service Commis-The State Civil Service Commission yesterday approved five of Mayor Curley's recent municipal appointees. They were Samuel Silverman, corporation counsel; Mrs. Colin MacDonald, election commissioner; Eugene C. Hultman, building commissioner, and William Spottiswood, member of the sinking fund commission.

Civil Service Commr. Elliott H. Goodwin announced that approval

Goodwin announced that approval of nine remaining appointees had not been made because the inves-tigation into their qualifications had not been completed.

CURLEY AWAITS BRIDGE RULING

Will Not Approve Tunnel Plan Till Clearance Point Is Settled

SILVERMAN TO SEEK AMENDMENT OF ACT

By JAMES GOGGIN

Proponents of an East Boston vehicular tunnel received an unexpected setback yesterday, when Mayor Curley declared that no tunnel plan will be approved until the war department definitely rules that a bridge across Boston harbor must have a clearance in excess of 150 feet above the main

In making this decision, which further postpones the settlement of the tunnel controversy, Mayor Curley not only disregarded opinions and statements predicting what war department engineers will rule, submitted by Senators Walsh and Gillett and Congressmen McCormack and Douglass, but he ignored the obvious effort of the transit department to have the bridge project eliminated from consideration.

TO OBTAIN DECISION

Although the mayor did not commit himself to the acceptance of a bridge instead of a tunnel, he indicated that he will obtain a formal decision from the war department, and gave strong intimation that if the city should be

intimation that if the city should be permitted to construct a bridge with a clearance of not over 150 feet, he will give serious thought to the wisdom of substituting a bridge for a tunnel.

The vigor with which Frederick H. Fay, chairman of the planning board, advocated a bridge, and the indorsement given to such a project by Henry I. Harriman, men who have been held responsible for the preparation of tunnel plans which ex-Mayor Nichols approved in the closing weeks of his ad-

responsible for the preparation of tunnel plans which ex-Mayor Nichols approved in the closing weeks of his administration, inspired Mayor Curley to
evoke from them specific statements
that they are not interested in proposed
legislation conceived for the purpose of
abolishing the transit department.
With that assurance the mayor
brought yesterday's conference to a
close with this statement:
When we finally reach a conclusion, only one thought will animate
our actions and govern our decision
—a desire to get what is best for
the interests of the city of Boston.
I see no objection to the corporation coursel drafting the necessary
request for legislation which will
afford us the opportunity to ask
the war department engineers to
make a definite ruling. I do not
see any reason which can justify
the refusal of the Legislature to give
the city the option of selecting p the refusal of the Legislature to give the city the option of selecting s, bridge or a tunnel. The drafting of the necessary plans and specifi-cations for the tunnel need not be interrupted. I'd rather expend \$100,000 or \$200,000 and consider it thrown away, if in the process it ultimately results in a saving of from \$2,000,000 to \$5,000,000 to the city.

SEEK AS ENDED ACT

Immediately Corporation Counsel Silverman will ask the Legislature to amend the tunnel act of 1928 that the city may have the right to build either a bridge or a tunnel, and if a favorable response is made, a skeleton plan of a bridge will be submitted to the state department of public works for approval, and later to the war department engi-

neers.
The consensus of opinion at yesterday's conference among engineers was that Boston has an excellent opportunity to present such a strong case to the war department that a ruling limiting the clearance to 135 feet may

be anticipated.

A strong case in favor of a bridge, as compared to a tunnel, was presented by Everett E. Stone of the public utilities commission, Clement E. Chase of Philadelphia, an associate of Ralph Modjeski, who planned a bridge to East Boston for private interests several years ago, and by Mr. Fay.

In Mr. Stone's analysis of comparative construction costs, maintenance

construction costs, maintenance charges, sinking fund requirements and other financial factors, he asserted that other financial factors, he asserted that a 40-foot bridge, with accommodations for four lanes of traffic, would ultimately be many millions of dollars cheaper than a double tube tunnel. There appeared to be agreement that a single tube tunnel would be speedily found to be inadequate and that another the would be appeared. other tube would be a necessity.

MAINTENACE CHARGES

Mr. Stone argued that maintenance charges alone would be more than twice as great in a tunnel as upon a bridge and he made the comparison of four cents on a bridge and 10 cents in a tunnel. He chose for comparison the Holland tunnel in New York and the Delaware river bridge connecting Philadelphia and Camden, the former with a 50-cent toll and the bridge with a 25 cent tariff.

Engineer Chase, in response to an invitation by Mayor Curley to make known any information that might en-lighten him, said that the Brooklyn br.dge has an actual clearance of only 131 feet and that the masts on all naval vessels are so constructed that they can be easily lowered whenever such craft pass under the bridge. He expressed the belief that a clearance would not be more than 135 feet.

Indefinite messages from senators and congressmen shed no light on the issue. Col. Thomas F. Sullivan of the transit department reviewed the history of the efforts to obtain a tunnel and his comments indicated strongly that there is no preference for a bridge among the members of the transit com-

"Does any one think that the Legislature will allow a toll bridge between two parts of the same city?" Col. Sullivan asked. Both Messrs. Harriman and Fay answered affirmatively but Col. Sullivan held to his attitude.

135-FOOT CLEARANCE

Mr. Fay said that whatever answers have been made by war department engineers have been given to hypoengineers have been given to hypothetical questions and that he was firmly of the opinion that formal action would result in a decision which was very liable to allow for a clearance of 135 feet. He said that the craft which use Mystic river and Chelsea creek will never need a greater clearance and he agreed with Mr. Harriman that the navy yard is not a serious obstacle to the bridge plan because the Brooklyn bridge offers a precedent.

A bridge will cost far les than a tunnel and he cited the Ambassador bridge

nel and he cited the Ambassador bridge

at Detroit with its six traffic lanes, costing \$20,000,000 in comparison with the Detroit single tube tunnel, with two traffic lanes, which cost \$17,000,000. "We will get more than twice for the dollar in accommodations on a bridge than in a tunnel," he said, as he predicted that consideration of a single tube tun-

that consideration of a single tube tunnel is absurd because the need of a second tube will be "glaringly apparent" as soon as the first tube is finished. He advised the Mayor and the people of Boston "to put money into a tunnel with your eyes open."

Mayor Curley wanted to know how much time would be required to secure enabling legislation, prepare plans for a bridge and obtain a decision of the war department. When he learned that from six to eight weeks would be the maximum, he forecast the decision

that from six to eight weeks would be the maximum, he forecast the decision which he later announced. Engineer Ernest R. Springer of the transit department challenged the ac-curacy of the estimates of bridge costs and land damages made by Engineer Modjeski, and aserted that it was his printed that a bridge would cost from \$25,000,000 to \$30,000,000.

"How much was allowed for land damages?" asked the mayor. "Five million dollars," said Springer. "Not so bad" was the mayor's com-

Then the mayor asked Harriman and Fay if they or others were "hiding, something in the woodpile" for the ostensible purpose of delaying a decision on the tunnel isue until legislation ned been obtained to abolish the transit department

When both replied negatively, Mr. Fay called attention to the fact that it is his opinion that the Boston transit department knows more about tunnel and subway construction than any similar body in the country. "Its services are needed and will be needed. There is no better organized, qualified or equipped board, and its services will be of great value in the country of the coun in rapid transit extension that must be made in the future.

POST 1/29/30 G. G. A. HAS A DEFICIT OF \$810.45

That Is Besides a Loan of \$7500—766 Give \$14,311

Statement of receipts and expenditures of the Good Government Association, filed yesterday by Treasurer William Minot with City Clerk Wilfred J. Doyle, under the provisions of the corrupt practices act, revealed a deficit of \$810.45, not including a

MISS KIMBALL GAVE \$1000

The loan of \$7500 with contributions from 766 subscribers totalled \$21,41.55, and the disbursements amounted V, \$22,622 for last year, which was a bury year for the organization because of the city election.

the city election.

The largest contribution was one of \$1000, given by Miss H. H. Campbell, according to the official statement, while gifts of \$500 were made by Charles Jackson, Joseph Lee, Malcolm W. Greenough and Mrs. C. C. Jackson.

Mrs. William M. Wood contributed \$400 to the fund of the reform organiza-

Mrs. William M. Wood contributed Mrs. William M. Wood contributed 3400 to the fund of the reform organization, and Mrs. James J. Storrow, gave \$250. C. C. Converse sent in a check \$250. Mr. and Mrs. Frank Waterfor \$200. Mr. and Mrs. Frank Waterfor \$200. Mr. and Wrs. Frank Waterfor \$200. Mr. and Wrs. Frank Waterfor \$200. Mr. and Wrs. Frank Waterfor \$200. Mr. and Mrs. Frank Waterfor \$200. Mr. and \$100. Mrs. Waterford \$100. Mrs. Waterford \$100. Mrs. William \$100. Mrs. in his successful campaign for a term at City Hall, contributed \$50 last year, and Alexander Whiteside, who served as corporation counsel, \$25. A \$25 contribution was also listed for A. L.

POST 130130 PLEDGE AID TO CURLEY'S **BOOM PLAN**

Educational and Business Leaders Offer Great Resources

Research facilities of leading educational and business institutions of Greater Boston were pledged yesterday to Mayor Curley's programme for the development of the industry and commerce of Metropolitan Boston during the next 50 years.

BIG ADVISORY BOARD

ton University School of Business Addureaus of business research and would bureaus of business research and would bureaus of business research and would bureaus of business Addureaus of business research and would bureaus of business Addureaus of business Addureaus of business Addureaus of business Addureaus of business research and would bureaus of business research and would business research and would bureaus of business research and would business research and wou

At a conference held late yesterday at the Mayor's office, Dr. Samuel W. Stratton, president of M. I. T.; Dean Everett Lord of Boston University School of Business Administration, Dean Wallace B. Donham of the Harvard Graduate School of Business Administration; Secretary Melville D. Liming of the Chamber of Commerce, Frederic H. Curtis of the Federal Re-serve Bank, and a dozen other prominent spokesmen assured the fullest cooperation of their institutions in the proposed plan to boom Boston and

proposed plan to boom Boston and surrounding communities.

The Mayor explained that he had a list of 500 expert representatives of religious, educational, labor, industrial, commercial, civic and financial organ-izations who would serve in an ad-visory capacity at monthly meetings. This large committee would consider

major problems and determine the policies to be carried out by three sub-committees, representing the commercommittees, representing the commercial, industrial and publicity departments, the Mayor stated. He suggested that permanent quarters for the committee be obtained at the Chamber of Commerce building, and asked the experts to convene again with him 2. City Hall in about 10 days, when final arrangements for the organizafinal arrangements for the organiza-tion of the group will be outlined.

Dr. Stratton Long Ready to Ald

President Stratton informed the con-ference that Tech for a long time had felt that it should be of assistance to nearby communities and had been ready to help, but the present movement was the first that had sought the benefit of the laboratories on the Cambridge bank of the Charles River

The M. I. T. head expressed the belief that all cities should take account of stock from time to time. He called attention to surveys made at Providence and or Paltiments and potent that Tech attention to surveys made at Providence and at Baltimore, and noted that Tech is making a national survey of raw materials. The materials used in the construction of the new Technology laboratory had come from outside of Massachusetts, he said, stressing the necessity of arousing local industries.

Dean Donham of Harvard reported that at the present time it was far more important to raise the Bay State's existing industries to a high point of

existing industries to a high point of efficiency than to go after new ones. Recent scientific treatment of a Massachusetts plant, through scrapping and modernizing, changed a \$250,000 annual loss to a \$500,000 profit in two years, he loss to a \$500,000 profit in two years, he said.

Sees Greater City Eventually

The Harvard business dean emphasized the opportunity of utilizing the educational brains of the Commonwealth in the solution of Boston's prosperity problem and predicted that it was only a matter of time when the exigencies will compel the acceptance of a plan for a Metropolitan Boston.

Like the Harvard professor, Dean Lord informed the conference that Boston and the conference that Boston are the conference the conference that Boston are the conference that B

Busy Boston!

In That Quarter Known as Cambridge, as in the Neighborhood Called Quincy

WE rejoiced a day or two ago with Quincy, on the report of the Fore River Works of the Bethlehem Shipbuilding Company that its employes number 3100—largest force since the War—and before the close of the year will number TWICE AS MANY.

The \$17,000,000 cruiser Northampton, according to that report, is near completion; work upon another will begin at once. The company holds contracts calling for \$40,000,000 worth of production.

Today's good cheer comes from Cambridge, which in ten or a dozen years has become almost as important in industry as in education.

More than 500 citizens, meeting at an "optimism dinner" of their Industrial Association, were told of the Cambridge cutlook for 1930. It was a story of growth and expansion:

Firestone Tire & Rubber Company—About to erect a \$75,000 building as distributing headquarters.

Harvard University — \$2,000,-000 building program.

Cambridge Electric Light Company — New sub-stations, underground construction, power plant equipment, to cost \$1,650,000.

Friend Brothers—Will erect on Memorial Drive a "bean pot," to cost \$75,000.

Radcliffe College-Additions to its buildings.

Jordan Marsh Company—A \$75,000 addition to its service building.

The electric company reported the sale in 1929 of power for industrial uses amounting to 45,754,000 kilowatt hours, as compared with 37,651,000 in 1928.

That report, more than any other, shows how the manufacturing business of Metropolitan Boston grows continually.

Steadily gaining in size as in importance, THAT is the story of the "real" Boston.

But we shall never get the rest of the country to admit it while we pull 40 ways at once and are content with a miserable EIGHTH place for the FOURTH CITY OF THE U.S. A.

HULTMAN GETS BOARD'S O. K.

The appointment of Eugene C. Hultman as building commissioner of Boston was confirmed by the civil service commission despite a protest by Dorchester real estate men.

Three other appointees of Mayor Curley confirmed were Samuel Silverman, corporation counsel; Mrs. Colin W. McDonald, election commissioner, and William Spottiswood, member of the sinking fund commission.

Elliot H. Goodwin, commissioner of civil service, said that he and his associates have not completed their investigation of the qualifications of Joseph A. Rourke as commissioner of public works;

Peter F. Tague as principal assessor, James E. Maguire as institutions commissioner, John J. Lydon as soldiers' relief commissioner, Joseph A. Conry as traffic commissioner and Edward A. McLaughlin as fire commissioner.

Curley Victory Dinner Tonight

A victory dinner will be held this evening by the Women's Democratic League of Boston in honor of the victory of Mayor Curley. A crowd of 1500 persons is expected to attend this affair, which will be held at the Normal School Hall,

COUNCIL CLASH OVER GOODWIN

At one of the most lively meetings in the history of the Governor's Council, opposition to the reappointment of Elliot H. Goodwin as head of the civil service commission was heard today.

The hearing, in charge of Lieut. Governor William S. Youngman, was confised to the opposition as a result of the receipt of a message from Governor Allen, stating that he as the appointing power would defend Goodwin.

Clashes were frequent at the hearing, together with the exchange of recriminations, and an apparent rift between the Governor and Lieutenant-Governor developed.

Leut.-Gov. Youngman and Representative Daniel J. Coakley of Chicopee engaged in heated controveries, as did Senator Joseph J. Mulhern of Dorchester with Courcillors George Chamberlain of Springfield and Chester I. Campbell of Boston.

The governor's instructions to hear only the opposition, while he would offer a defence of Goodwin, was taken to mean that the hearing would be removed from the control of the Lieutenant-Governor. The Governor's message failed to state when the defence of Goodwin would be made or where.

Opening the opposition, Senator James G. Moran, Mansfield, chairman of the special commission which investigated the civil service department, charged the recommendation for real privacy in physical tests is ignored.

"Out of all the people of the state haven't we someone who can assume this office who is in sympathy with the common herd?" he sked.

Senator Mulhern, who filed the original order resulting in an investigation of Goodwin's department, said it was a waste of time to oppose Goodwin's confirmation. Representative Coakley defended Goodwin, and charged that the special investigating commission had not been properly organized.

Women Urge Public 'Alleys Be Improved

A group of Boston women appeared before the legislative committee on cities to urge legislation to provide for the repair and resurfacing of public alleys and the assessment of 50 per cent of the cost on abutting owners. G. A. Parker of the Massachusetts Civic League argued for the bill and pointed out that at the present time the city cannot resurface allege.

TRAVELER 1/29/30

AMATEUR BOXERS VISITING MAYOR CURLEY



CURLEY GREETS VISITING BOXERS

Italian and German Boxers Given Copies of Hub Year Book

The German and Italian teams of amateur boxers who will meet American opponents at an international tournament in Boston, Monday night, met Mayor Curley today. He autographed copies of the Boston year book which contains a brief history of the city and presented them to the boxers and the managers of the visiting teams.

Secretary Wilhelm Benick of the German consul's office in Boston presented his countrymen to the mayor and called attention particularly to the contender for heavyweight honors, Kurt Figg, a strappling 22-year-old boy, whom German sport fans believe may develop into a contender for the world's title CONSUL PRESENT

TRANSERVAT /29/30 Deficit of \$810 in G. G. A. Fight

The Good Government Association per-formed its work in the recent municipal campaign with disbursements amounting to \$22,622, but found itself shy \$810.45 in meeting its obligations. Statement of receipts and expenditures was filed at City Hall yesterday by Treasurer William

Minot.

The largest contribution was one of \$1000, given by Miss H. H. Campbell, according to the official statement, while gifts of \$500 were made by Charles Jackson, Joseph Lee, Malcolm W. Greenough and Mrs. C. C. Jackson.

Mrs. William M. Wood contributed \$400, and Mrs. James J. Storrow gave \$250. C. C. Converse sent in a check for \$200. Mr. and Mrs. Frank Waterman Stearns gave \$100, as did former Representative Ellot Wadsworth. Former Mayor Andrew J. Peters, who was given the indorsement of the G. G. A. in his successful campaign for a term at City Hall, contributed \$50 last year, and Alexander Whiteside who served as corporation counsel, \$25. A \$25 contribution was also listed for A. L. Lowell.

HERALD 1/30/30

EVINCE INTEREST and improvements than can be obtained under the present form of government." IN GREATER CITY

Municipal Officers Voice Sympathy with the General Plan

ALL AWAIT OUTLINE

interviewed on Mayor Curley's proposal for a metropolitan system of municipalities with Boston as its centre.

A number of mayors and chairmen of selectmen interviewed indicated a tentative sympathy with the broad principle of the idea, and others went on record as wishing to reserve judgment of the proposition until such time as it had assumed a more tangible shape. In line with the display of serious interest in some quarters, is the decision to place the proposal in referendum form in the warrant for the annual meeting of the town of Weymouth, so as to obtain the sentiment of the people in the matter. The likelihood of similar action being taken in Wellesley was suggested also in a statement from Ed-A number of mayors and chairmen of

said that he had given the idea his close attention for some time, and that last summer during a trip through Europe he had studied the system of government of London and Berlin and other metropolitan cities, some of which were to his liking and others of which were not.

Mayor Larkin added that he has ten-

WINTHROP RECEPTIVE

He added, however, that the board of selectmen had not given the subject formal consideration, and pointed out that "such a stupendous project needed a great deal of study before it could be accepted or seriously considered." He said he has learned through newspaper articles that the Greater Boston plan has many good points, but he bepaper articles that the Greater Boston plan has many good points, but he be-lieved that before it can be given seri-ous consideration it should be ex-plained in detail to the voters for their acceptance or rejection.

He said he regarded the plan as a "collective proposition" or federation under which Arlington as a part of

"Collective proposition" or federation under which Arlington as a part of Greater Boston would have a far greater chance of recognition in such matters as improved transportation facilities and municipal developments. He said that should these things be made available through any such plan, Arlington might feel justified even in sacrificing her "identity" if it was for the best interests of its citizens.

Henry J. Barry, chairman of the board of selectmen of Winthrop, said:
"I think it is safe to say that the people of Winthrop would be opposed to annexation, but I would not venture to say that they would feel the same way towards a scheme to include them within the limits of a metropolitan Boston along the lines suggested. There is a great deal of merit in the scheme as tentatively outlined, but I'm satisfiely to wait until we get something more feinite from the committee of experts which was appointed by Mayor Curley to work out a plan.

NOT AFRAID OF BOSTON

NOT AFRAID OF BOSTON

"I am not in sympathy with the politicians both near and great who have gone off half-cocked and immediately gone off half-cocked and immediately condemned the proposal without knowing what it really was like or without waiting to see what the committee of experts will evolve in the way of a definite plan. Personally I have no great fear of the city of Boston or of being affiliated with it, as I think it as well governed as any large city in the United States. Mayors Peters, Curley and Nichols have given Boston excellent.

ilar action being taken in Wellesley was suggested also in a statement from Edward F. Burnham, chairman of that town.

MEDFORD AND ARLINGTON

The most optimistic augury for the fate of the Curley proposal was seen perhaps in the statements of the spokesmen of the city of Medford and the towns of Winthrop and Arlington. Mayor Edward H. Larkin of Medford said that he had given the idea his close attention for some time, and that was his belief that Wellesley being comparatively.

Mayor Larkin added that he has tentatively worked out a plan of his own which is not so extensive in its effects as the Curley plan, and which he expects to present to the conference of municipal executives which the Boston mayor is expected to call to consider the proposal.

"Looking at it in its broad aspects, and with thought for the coming generation," said Luke A. Manning, chairman of the board of selectmen of Arington, I personally think that under some such metropolitan plan.

WEYMOUTH AND BRAINTREE
The proposal for a metropolitan plan will be in the warrant at the annual town meeting in Weymouth as the remen. According to the chairman of the board, H. Franklin Perry, it was thought desirable to obtain the sentitudent of the inhabitants, through their town meeting members, in order that the selectmen might carry out their express wishes in the matter. Chairman Perry is strongly of the opinion, however, that the proposal will be rejected. Edward Avery, chairman of the board

of selectmen of Braintree, had this to say concerning the proposal: "I am opposed to any such measure. I can-not see where Braintree would gain anything by joining any such a form of government. We have all that makes up an ideal town. That is, good schools, churches, highways and nelice and fire churches, highways, and police and fire departments. They have functioned well in the past and I am satisfied they well in the past and I am satisfied they will continue to do so. We have also our own water system and while we are not connected with the metropolitan sewerage system we have paid our entrance fee in that system and the metropolitan officials will furnish us the system whenever we call for it. I am sure the people of our town would not indorse any movement looking to the establishment of a metropolitan form of government."

CITY LAW STAFF IS SHAKEN UP

Silverman Accepts Resignations of 3 Assistants: 3 More Today

A few minutes after he had taken the oath of office as Boston's new corporation counsel yesterday, Samuel Silverman began a drastic reorganization of the city law staff on orders from Mayor Curley. He accepted the resignations of three assistants, reported to have retired at his request, and three more are

expected to resign today.

Those who resigned yesterday were Charles J. Innes, son of Charles H. Innes, prominent Republican leader who was influential during the Nichols administration; Edwin D. Gallagher and Vittorio Orlandini

Vittorio Orlandini.

Vittorio Orlandini.

The three mentioned at City Hall as scheduled to quit today are Sadie Lipner Shulman, Joseph A. Campbell and H. Murray Pakulski.

Only two of the assistants, both veterans, are regarded as certain to remain in the office. They are Joseph P. Lyons and Andrew J. Casey, with the possible addition of Lee Schwartz.

The corporation counsel has a staff

possible addition of Lee Schwartz.

The corporation counsel has a staff of nine assistants, their salaries varying from \$2500 to \$7500. Lyons, as first assistant, is the only one who receives the maximum.

the maximum.

The reorganization is being effected quietly. It follows closely an order from the mayor requesting the department for a full report of awards recently made by order of assistants in connection with claims for person al injuries and damages to property Chairman Frank A. Goodwin of the finance commission has also been giving his attention to this situation.

No connection between the changes being made and the mayor's order was admitted yesterday, while on behalf of those resigning it was said they planned to take up other work and were leaving on their own initiative. The City Hall view was that the shakeup would end whatever investigation Mr. Silverman has been making by direction of the mayor.

THE BOSTON TAX RATE

ever welcomes the announced probability of an increase in the tax rate, but the one general consideration always to keep in mind in study of the rates is that of the relation between what the taxpaver contributes to the treasury of the city and what the taxpayer gets Tech, Harvard and B. U. from the city in return. The Boston rate is made up of the rates assessed by the State, the county and the city, and over some of these expenditures reflected in the tax levy the city has

When the present city charter became operative in 1910, the State tax rate was \$2.40. It ascended slowly to \$2.99 in 1918, then took Massachusetts Institute of Technology a big jump to \$5.03, and since that year reces- yesterday pledged the active support sions have been fairly steady-to \$2.10 in 1928 and co-operation of the institution to and \$2 even in 1929. The county tax has ad- the movement started by Mayor Curley vanced in these twenty years from \$1.10 to \$1.80, industrial and commercial prestige and, as the mathematicians would say, the increase has been almost "constant."

been large and are reflected in the rate, of University school of business adminis-In 1910, these stood at \$3.64, they tration. passed \$4 in 1914, went over the \$5 mark in 1919, in the next year stood above \$7 and the 1919, in the next year stood above \$7 and the in the furtherance of the movement. following year exceeded \$8. After a few years President Stratton said that it has been of decline they went above \$10 in 1926, and last felt for a long time that Tech should year they had receded to \$8.68. The increases be of active aid to communities, that in the other city departments bunched together there has been a willingness to be helpful, but that the Boston movement was in the other city departments building in 1910 the first reaction.

have been about 60 per cent.; their rate in 1910 the first reaction.

Dean Lord added that Boston Uni-

the rate advanced quite steadily to \$26.70 in Curley intends to establish to handle 1925; there followed the \$5.10 increase at the program which will be developed. outset of the Nichols administration, and the the mayor of the co-operation of Hardeeline since has been \$3.80, or from \$31.80 to vard and had stressed the desirabilities \$28. It must be remembered that 1925 was a as well as the opportunity fiscal "year" of 11 months, and that in 1926 the educational brains of the commonthe city year was made to conform with the problem. The calendar year.

On any such bare statement of the city rates, Boston faces is serious, many comments are pertinent. The main factors which determine what the rate is to be are the expenditures or appropriations authorized, the amount of cash in the treasury at the outset of any year, the estimated revenues, and the income tax allotment as determined by the Tax Commissioner of the State. A year ago the free cash in the treasury was \$3,400,000; it is free cash in the treasury was \$3,400,000; it is gested three committees, industrial, now \$1,200,000; that makes a difference of about commercial and publicity, to determine \$1.15 in the rate on the basis of last year's policy and to meet every four or six

The State Tax Commissioner told the public a few weeks ago that, although the income tax had yielded splendid returns for four years, stock market losses would reduce the apportionments this year to the cities and towns. Our schools fix their own appropriations, and of late years the expenditures for construction have been large, amounting since 1916 to more than \$32,000,000. The pension accumulation fund is a heavy charge, and will be heavier if we buy the Elevated. The pension appropriation last year was \$1,855,000. This money goes to the fund for pensions for employes of long service before the contributory system was initiated on Feb. 1, 1923. In that first year, the cost was \$900,000.

Watchfulness on the part of officials has caused material savings for the city in the county tax rate. Of course comparisons cannot be exact unless costs of living and of construction are considered. The final tax total must cover the State warrant, the assessments for sewers and parks of the metropolitan system, almost a score of such matters which the city does not control, and the appropriations for the

HERALD **CITY INDUSTRY**

Will Help Movement to Regain Prestige

President Samuel W. Stratton of the week ago to regain Boston's former

Similar pledges were made by Wallace B. Donham, dean of the Harvard grad-The expenditures for schools have always uate school of business administration,

In making known the willingness of Institute of Technology to assist movement.

with a peak of \$27.34 in 1926.

Thus Boston began operations under the present charter with a total tax rate of \$16.40; disposal of the commission which Mayor

Dean Donham had previously assured problem. The mayor declared that, while he agreed that the problem which it is by no means confined to the city, but is just as serious in the cities and towns of the metropolitan district.

SOME SUGGESTIONS

an organization which might be com- cess in the state with the Democratic posed of 500 persons willing to be of city committee of Boston, and will conservice in some capacity and he sugweeks with the larger organization.

He said that he had been informed by the maritime bureau of the chamber of commerce that the city of Philadelphia is negotiating with the federal government for the purchase of the 900 of the Democratic acre plant at Hog Island, with the idea of converting it into a municipal activity, with provision for an airport and a maritime centre. Such a plan involving Governor's island has been HULTMAN S suggested for Boston by the mayor.

Prof. Donlam's communication set forth that it is of far greater importance to bring existing industries to a high point of efficiency before any campaign is started to bring dustries to the metropolitan district. An dustries to the metropolitan district industrial plant was cited in Massachusetts which, because of a change from inefficient to efficient management, converted a deficit of \$250,000 into a profit of \$300,000. This was accomposited to the metropolitant district industrial profit of the metropolitant district industrial profit of the metropolitant district industrial plants and the metropolitant district industrial plant was cited in Massachusetts which because of a change from industrial plant was cited in Massachusetts which because of a change from industrial plant was cited in Massachusetts which because of a change from inefficient to efficient management, converted a deficit of \$250,000 into a profit of \$300,000. profit of \$300,000. This was accomplished largely by the scrapping of obsolete equipment and the introduction of modern methods and machinery.

Mayor Curley agreed to form the three committees and he intends to en-

list the aid of the chamber of commerce and other organizations and is ambitious to have the permanent quarters of the committees at the chamber of com-merce. The fullest co-operation of the chymber was promised by Melville Lym-

FEDERAL BANK WILL AID

Though the federal reserve bank has contact with banks instead of industries, Frederic H. Curtis said that the reserve bank is much interested in the movement and that its statistical depart-ment, records and personnel would be at the disposal of the committees

President Stratton said that many old industries might be in need of attention. He remarked that the materials for a laboratory at Tech had been obtained outside of Massachusetts, and he said that Tech has already started a survey of raw materials in the country. All cities will ultimately be obliged to take stock through surveys

When told by Mayor Curley that the chain store corporation with which he is connected has reduced the value of the Quincy market by at least 50 percent. Charles F. Adams said that the amalgamation of four or five business concerns, which needed doctoring, had been of benefit to the people. When his corporation built a new bakery, it was decided to utilize electricity, in spite of the larger cost, because it meant aid to a local industry. He believes that such a practice should be generally followed and that by patronizing local industries, even at higher costs, the ultimate bene-fit from the turning back of money into New England, warrants such a policy.

1500 WOMEN AT VICTORY DINNER

Spread Planned to Boom Democratic Success in State Election

More than 1500 persons are to take part in a victory dinner to be given by the Women's Democratic League of Boston in Normal School hall, Huntington and Longwood avenues, tonight,

The members of the league are unit-The mayor proposed the formation of ing their efforts for Democratic suctinue the intensive work done by them during the last municipal campaign.

Mayor Curley is to be the guest of honor. The speakers include Joseph Ely of Westfield, Representative Roland D. Sawyer of Ware and M. Fred O'Connell of Fitchburg, the latter representing Marcus Coolidge, who is in North Carolina. Henry E. Lawler, chairman of the Democratic city committee, will

Mrs. Mary E. Gallagher is the chairman of the reception committee.

HULTMAN SWORN IN AS CITY'S BUILDING HEAD

Also Remains Acting Head of the Fire Department

In a half minte, yesterday afternoon, Fire Commissioner Hultman, lost that title, became building commissioner of the city, and then acting fire commis-sioner. He has been actingn building commissioner since the resignation of Louis K. Rourke, who became superin-tendent of schoolhouse construction.

Mr. Hultman will continue to supervise the fire department until his successor is sworn in. Edward McLaughlin has been named to the post but the civil service commission has not confirmed the appointment.

City Clerk Doyle administered the contract the Hultman and to Correct the contract of the contra

City Clerk Doyle administered the oath to Hultman and to Corporation Counsel Samuel Silverman.

HERALD //30/30

Congressmen Answer Curley DEMOCRATS AT On Shoe and Leather Tariff VICTORY FEAST

Several Advise Mayor Defeat of House Rates Women's League Fete At-Due to Democrats-Luce Warns Against Reprisals

[From Herald Washington Bureau]

WASHINGTON, Jan. 29-Mayor Curley's letters advising Massachusetts members of Congress how to conduct the fight for the shoe and leather tariff arrived here today, and there was a prompt and not over-sympathetic reection to the mayor's suggestions.

Four congressmen tonight made pub-Me answers they have addressed to the mayor, and three of these pointed out that the defeat of the House rates in the Senate last week was brought about argely by members of the Democratic party, of which the mayor himself is a member. Even Congressman William P. member. Even Congressman William P. Connery, who is a Democrat, admitted that he had been able to muster very ittle Democratic support for the shoe and leather industries when the Hawley oill was before the House last spring.

As to the mayor's suggestion that New Englanders should attempt reprisals against the South and West, Congressman Robert Luce reminded the mayor that House Republicans from all parts of the country were of assistance in get-

or the country were of assistance in get-ting these rates into the Hawley bill and that if New England should now adopt a selfish attitude the results

and that if New England should how adopt a selfish attitude the results might be disastrous.

Congressmen Charles L. Underhill and A. Piatt Andrew both emphasized the part of Democratic senators in eliminating these protective rates from the bill, and politely suggested that the mayor's words might more properly be addressed by national leaders of his own conty.

ANDREW'S VIEWS

Congressman Andrew wrote:

I respect your sincerity in this vexing situation but I think it is only proper to suggest that criticism might more appropriately be cism might more appropriately be directed to members of your own party in the House and Senate, who are largely responsible for the disaster which now threatens the livelihood of thousands of families in Massachusetts. I am sorry that the great bulk of the Democratic party does not share the views of yourself and of my good colleague, Congressman Connery, as to the wisdom of the Republican theory of protection.

wisdom of the Republican theory of protection.
Congressman Luce said in his letter:
The facts you lay before the members of the Massachusetts delegation in Congress, concerning the relation of the tariff to the boot and shoe industry, are precisely those that we used last May.
The Senate has seen fit to change the bill in many ways that will hurt New England if the bill becomes law in the shape it will come back to us from the Senate. There is, however, no reason as yet to suppose that the House will not adhere to its position. In that case the Senate will have to yield or there will be no new tariff law.

UNDERHILL WRITES

Mr. Underhill put it this way:

The figures and facts which you quote in your letter might well have been taken from the speeches of various members of the Massachusetts delegation in favor of a tariff on boots and shoes. You offer nothing new in either your statistics or arguments. The one suggestion that you made for the adoption of a retailatory program toward farm relief is rather belated. Every member of the Massalated. Every member of the Massachusetts delegation in recent years has been recorded against the un-economic measures reported by the committee on agriculture. Your statement had much better

Your statement had much better have been sent to the members of your own party organization in the South and West. Possibly your clear presentation of the facts might have had a greater influence upon their hearts and minds than add the clowers and unanswerable did the eloquent and unanswerable arguments of our own Senator Walsh on the floor of the Senate.

Mr. Connery wrote:

As you must know all during the debate for a tariff on shoes and leather, from a Democratic point of view, I have been fighting practically a lone fight assisted only a congression. Douglas and Mctically a lone fight assisted only by Congressmen Douglas and Mc-Cormack. The Democratic membership of the House with the exception of a few scattering New York votes and a few votes from the Texans who were interested in a hide tariff, has been consistently. a hide tariff, has been consistently a hide tariff, has been consistently against us for a tariff on shoes and leather. In the Senate as you will see by the vote on the Borah motion last week 26 Democrats, eight Progressive Republicans and 12 regular Republicans voted against a tariff on leather and shoes, while four Democrats, two Progressive Republicans and 22 regular Republicans and 22 regular Republicans voted for such regular Republicans voted for such a tariff. At the same time it is worth noticing that 11 New Engworth noticing that 11 New England Republican senators sat dumb and silent during the debate and left all the battling for the shoe and leather tariff to be done by two Democrats, Walsh of Massachusetts who has done valiant work for New England on this matter and Copeland of New York. To my mind this is not a party fight. It is a combination of the West and South against the industrial East.

tracts 1200-Leaders Are Speakers

PARTY CONVENTION IS URGED BY ELY

More than 1200 persons, the great majority of them women, attended a "victory banquet" and meeting at Boston Teachers' College last night under auspices of the Boston Women's Democratic league. The function, which had as its slogan, "Help Us Make Boston 150,000 Democratic," was one of the best attended and most successful meetings of its kind ever held by the women's division of the Democratic party in

A number of standard-bearers and A number of standard-bearers and prominent figures of the party were present at the meeting both as guests and speakers. Henry E. Lawlor, president of the Democratic city committee, was toastmaster, and the speakers included Joseph Ely of Westfield; M. Fred O'Connell, former mayor of Fitchburg, representing Mayous A. Coolidge; Ben. representing Marcus A. Coolidge; Representative Rolland D. Sawyer of Ware and Capt. John Lydon, soldiers' relief commissioner of Boston, representing Mayor Curley.

URGES CONVENTION

Mr. Ely, in a brief speech, recommended an informal convention of the party, to be held early next summer, at which there would be an effort at constructive party building and the preparation of a slate for both the

Capt. Lydon conveyed Mayor Curley's regrets at his inability to be present owing to Mrs. Curley's illness, and expressed also the warm appreciation of the mayor for the support given him by the women of the league in the election last fall.

Prior to the start of the start of the support of the start of

apprehension was caused by the presence of smoke fumes in a section of the building. This was traced to heating duct where accumulated dist had been set in a smouldering state by a carelessly tossed cigarette. Discovery of the source of the smoke quickly allayed what little apprehension had been felt by the few persons aware of its presence.

The dinner was had

presence.

The dinner was held in the gymnasium of the Teachers' College, and the speaking and entertainment program took place in the assembly hall of the Girls' Latin school, adjoining the Teachers' College.

The officers of the league, all of whom participated in arrangements for the meeting, are Mrs. Alice Lyons, president; Mrs. Elizabeth Stearns, vice-president; Mrs. Delia Cauley, treasurer; Mrs. Mary Kelly, recording secretary, and Mrs. E. Gallagher, corresponding secretary.

TRANSCRIPT /29/30

German Boxers Here But Tired

Teutons, Weary From Long Trip, Have First Workout Today for International Tourney

BY DOC ALMY

At last the Germans have reached Boston-and, in hostile array, at that. They are here, four fine-looking boys, to plug the daylights out of the Italian and American amateur boxers they are slated to meet in the big international tourney of the St. Joseph T. A. Society to be staged on Monday night at the Boston Garden.

The Teuton quartet, after landing late on Tuesday night from the S. S. Bremen in New York, were piloted to Boston by their manager Leonhardt Mandles, and he in turn by "Father" Bill Cuddy, the entire contingent arriving here yesterday, morning.

GOING A BIT TOUGH

"And, I'll say, it was some tough job getting 'em here." said "Father" Cuddy, the chief helmsman of Monday's show, "for as not one of the lot can speak English, I managed to corral someone who could speak both languages, and we got along better. As it is, one of their trunks, the one containing their ring togs, has gone astray. taining their ring togs, has gope astray somewhere. We hope it will arrive by

"But say, I am tired. Getting the Italian and German teams ashore, through the customs, into hotels and finally aboard their trains for Boston, has been one big job. I'll rest when this show is over."

The German boxers, Herbert Bechler. 135 pounds; Knute Figge, 147; Albert Leidman, 160, and Leonhard Kugles, heavyweight, a clean-cut, well-put-to-gether set of blonds, were equally weary when they reached Boston. They had intended to limber up a bit yester-day afternoon, but all felt too tired for that. So the bulk of their exercise, after a welcome from Mayor Curley at City Hall, reaching their quarters at the American House, was letter-writing. Each one of them wrote fully 20 souvenir postal cards to their folks in Germany, apprising them of the fact of their safe arrival in Beantown.

All Needed Sleep

"And now," said Mandles, their manager, through an interpreter, "we do not wish to be discourteous or anything of that sort, but the boys must be ex-cused. They wish to retire to bed for cused. They wish to retire to bed for a long sleep as they all need the rest very much. We will see you tomorrow." "All of which goes," explained Fred Wiederhold, the South Boston manager and trainer of boxers, who can talk German like a native.

The Teutons will have their first workout in America this morning at 11 o'clock at Kelley & Hayes' in Hanover

street, instead of at Toland's in Friend street as was first planned. Owing to some mixup in arrangements, it was decided best to have the Germans train at the same gym as that used by Italian team, though the latter will not work until 3 o'clock.

It was "go through your paces" for the Italians yesterday afternoon be-fore a large and admiring crowd of ropebirds at the gym, with Tony Shuc-co, in training for a "pro" fight tomorrow night at Rutland, Vt., showing them a few things. As pointed out by the writer in yesterday's Post, Addone Piazza, the middleweight, shaped up as the most finished ringster of the lot. He and Shucco had two very good rounds. Amilarire De Horatiis, the 135pounder, a sturdy, merry chap, also looked very good. He is a husky chap of the club-fighter type and should make the going interesting for his opponents on Monday slight.

make the going interesting for his opponents on Monday night.

Brucciotti Severino, the heavy, who proved a very poor sailor during a rough trip from Italy, boxed but one round with the gloves—a very willing chap, but later did considerable shadow work. He complained of having trouble work. He complained of having trouble with one of his legs.

Our Boys in Trim

The representatives of Uncle Sam will be in perfect physical condition to meet the invaders. They have all survived a seaon of hard campaigning. Every member of the team has won a major tournament, and every one but Eddia Sullivan, East Walpole lightweight, is either a Golden Glove or State cham-

The roster of the United States team is: Eddie Sullivan and Victor Lotti, Marlboro, lightweights; Charlie Kelly, Newton, and Vernon Merlin, Roslindale welterweights; Ring Larsen, Quincy, and Eino Nyholm of Maynard, middle-weights; and Al Dean, Medford, and Murdoches Sagesse, Winthrop, heavy-

The tournament will consist of 21 bouts, 12 in the international classes and nine in the international classes and nine in the three open divisions. In the open classes—the 112, 118, and 126-pound—the outstanding amateur boxers

pound—the outstanding amateur boxers in New England will compete. In the 112-pound class will be George Ostrow of Revere, Golden Glove State champion; Henry Burns of Somerville, Gene Merullo of Watertown, and Nick Gene Meruilo of Watertown, and Nick Vacca of Brighton, younger brother of the famous Johnny. Ostrow won an unpopular decision from Burns in the final of the Golden Glove show, and the possibility of a return meeting be-tween them is certain to attract more than passing attention.

Jackie Collins of Haverhill, Golden Glove bantamweight champion; Eddie Snydsman of Taunton, State champion; Pat McStay of Newton, and Sammy Pat McStay of Newton, and Sammy Caro of Boston will compete in the 118-pound class, and in the 125-pound division will be George Lawless of Waverley, Jimmy McGrath of Maly a. Tony Jannino of Revere, and Tony Madeiros of Taunton.

GREATER BOSTON FAVORED

[From the Marblehead Messenger]

The plan for a great metropolitan area to include fourteen of the neighboring cities and towns, lately spoisored by Mayor Curley, is a very opportune one. The city is faced with the need of expensive improvements which must be made in a very short time if Poston wants to stay in the race with other large centers of business. And a good way to make these improvements possible is to outline and bring together under a central rule a great metropolitan district.

It is understood that the one contenplated will have as its northern boundary Swampscott, Lynn, Saugus. Wakefield and Reading. On the west it will extend to Lexington, Waltham, Wellesley and Dover. The southern line will end with the towns of Cohasset, Hingham, Wey-moath, Braintree and Weston.

Cities in the vicinity of Boston have suffered a great deal as a result of the narrow visions of metropolitan politicians, and particularly the North Shore has a right to complain. So perhaps in spite of the fact that the towns and cities included will have to shoulder additional expense, it might be better for them to enter into the plan as a very sure means of bringing the city of Boston to their door.

Still the plan can only succeed if it is a natural one. Any artificial amalgamation, we believe, would be detrimental ir.

HERALD 130/30 Visitors May Drink From Blaxton's Spring

Boston may attract visitors to Tercentenary celebrations this year by guaranteeing them a drink from the spring which led William Blaxton, the first settler, to build his hut on the slope of Beacon Hill near Charles street, over 300 years

Approval of the art department of plans for a memorial to the founders of Boston, suggested by John F. Paramino, and which it is intended to locate on the Beacon street edge of the Common, has inspired Park Commissioner Long and Walter Gilman Page to suggest that the water from the spring be piped to the memorial which depicts the coming of Gov. Winthrop from Charlestown.

THE FOREIGN BOXERS WELCOMED TO HUB BY MAYOR CURLEY

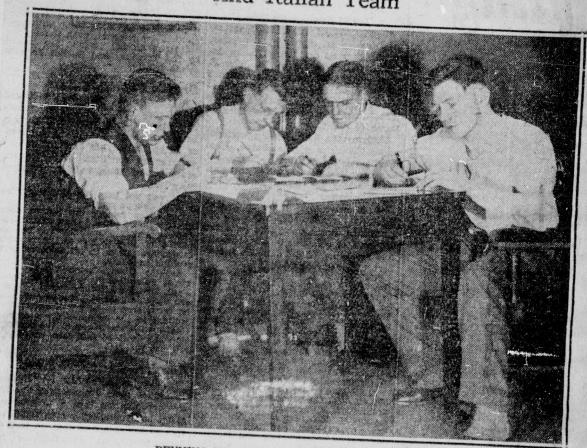


Mayor Curley officially welcomes to Boston the Italian and German amateur boxing teams, here to compete next week in the international amateur tourney under the direction of "Father Bill" Cuddy. The Italians are on the left, the Germans on the right, with Albert Liedman shaking hands with the Mayor.

GLOBE 1/30/30 AM

GERMAN BOXERS REACH BOSTON

Rest After Rough Trip, But Are Greeted by Mayor Curley And Italian Team



PENNING MESSAGES TO HOME, SWEET HOME

Here the Germans amateurs were caught by the G'obe photographer as they were busy writing home. They are left to right-Albert Leidman, Leonard Kugler, Herbert Bechler, Kurt Figge. The German boxers who are to comweight. They seem more rugged and appearance in this country at 11 o'clock
durable than the Italian team, and are
confident that they will give a good acthis morning at Kelley & Hayes' Gym.
The Italian team will also work there

pets against Italy and the United States in an international amateur tournament at the Garden Monday night arrived in Borton yesterday morning.

On the German team are Leonard Kugler, neavyweight; Albert Leidman,

They survived a rough trip across the Atlantic and a sleeper jump to Boston in fine style, and look like a smart, capable group of athletes. They rested yesterday at their hotel, most of them writing letters to their families. Kugler, neavyweight; Albert Leidman, them writing letters to their lamines. Swenting in the lamines of their lamines of their lamines. Swenting in the lamines of their lamines of their lamines. Swenting in the lamines of their lamines of their lamines. Swenting in the lamines of their lamines of their lamines. Swenting in the lamines of their lamines of their lamines. Swenting in the lamines of their lamines of their lamines of their lamines. Swenting in the lamines of their lamines of their lamines of their lamines of their lamines. Swenting in the lamines of their lamines of their lamines of their lamines of their lamines. Swenting in the lamines of their lamines of their lamines of their lamines of their lamines. Swenting in the lamines of the

A change was made in the team which will represent the United States yesterday when Eino Nyholm, Maynard middleweight, was substituted for John Sweeney of South Boston. Sweeney is to make his professional debut Feb 12, and so was prevented from appearing in the amateur tourney.

HARRIMAN PROPOSES GAS TAX RAISE FOR OVERPASSES

Like Mayor Curley, Henry I. Harriman would like to have a cent added to the State as tax. The Mayor would have the cent o toward paying old-age pensions. Mr Harriman, speaking before the Legislative Committee on Metropolitan Affairs, asked that the tax be made 3 cents to pay for highway improvements.

The money raised in this way, Mr Harriman said, could be used to pro-vide overpasses and underpasses in congested areas.

The committee was considering con struction of overpasses on the Re-vere Beach Parkway in Everett and Revere, on Memorial Drive at Cottago Farm Bridge in Cambridge, and on the Northern Artery in Somerville and an

Northern Artery in Somerville and an underpass to carry Beacon st under Harvard Bridge in Boston.

The improvements recommended by the planning division were favored by Representative Joseph L. Larson of Everett, Augustine Airola of Revere, Thomas F. Carroll of Revere Joseph J. Borgatti, Mayor Andrew A. Casassa of Revere and Mayor John J. Murphy of Somerville. All of these speakers were opposed to the city or town paying one-third of the cost, the highway fund one-third and the park district one-third.

AID PROMISED FOR MAYOR'S COMMISSION

Tech, Harvard and B. U. Pledge Their Best Efforts

Curley to Name Subcommittees With Help of Various Bodies

Assurances of cooperation by the Massachusetts Institute of Technology, Harvard, Boston University, the Chamber of Commerce and other local organizations were received at the meeting yesterday at City Hall to further the proposed industrial, commercial and publicity commission move-ment instituted by Mayor Curley. Pres Samuel W. Stratton said that

Tech for a long time has felt that it should be of assistance to communities; had been ready to help, but the Boston movement was the first reaction. He said he thought a lot of old industries needed to be looked after. He called attention to recent surveys at Providence and the one in Baltimore following the great fire there. All cities, sooner or later, he said, take

All cities, sooner or later, he said, take stock through surveys.
Dean Everett Lord of the Boston University School of Business Administration assured Mayor Curley that the school has effective and active bureaus of business research which would be ready to help the committees of the commission,

Mayor Curley said that Dean Wal-lace Donham of the Harvard Graduate School of Business Administration had pointed out the possibility of utilizing the educational brains of the Commonwealth in Boston's problem, and believes that it is only a matter of time when the exigencies will compel a Metropolitan Boston. A communication from Prof Donham

gave as his opinion that it is far more important to bring to a high point of efficiency existing industries than to go after new ones.

Has List of 500 Names

Mayor Curley said that a list of names of 500 who might serve in some capacity had been prepared and he favored having three committees, one for each branch; they to determine a policy and meet every month or six weeks with the large committee.

The Mayor said he would take the liberty of getting up subcommittees with the approval of the commission and suggested that if practicable quarters for the commission should be ob-tained at the Chamber of Commerce. The subcommittees he said would be nominated with the assistance of the Chamber of Commerce and two or three other bodies.

Melville Lyming of the Chamber of Commerce assured the Mayor of the

fullest cooperation.

Frederick H. Curtis of the Federal Reserve said the bank has a statistical department which with its records and personnel would be at the disposal of the commission.

To Meet Again Within 10 Days

W. J. McDonald of the Massachusetts Real Estate Exchange was of the opinion that committees should be appointed to go ahead with the project, but it developed that would be a matter for the next meeting within 10

days when Mayor Curley will try to get together heads of business, banking, press and education to determine policy and program.

Charles F. Adams was called upon by Mayor Curley who remarked that "your chain stores have reduced the value of Quincy market by 50 percent." Mr Adams said that five years ago Mr Adams said that five years ago three or four businesses faced a crisis three or four businesses faced a crisis where they needed doctoring and he remarked to the Mayor that the latter did not need to be told what that combination in business succeed in doing. "Despite readjustments," said Mr Adams, "I think it has been of benefit to our population,"

Other speakers were: Richard Park-hurst of the Boston Port Authority Board and P. Harry Jennings of the

Central Labor Union

CONGRESSMEN SEND CURLEY LIVELY REPLY

Suggest He Criticize Own Party for Free Shoes

Connery, Underhill, Luce, Andrew Pledge New Effort on Bill's Return

By CHARLES S. GROVES

WASHINGTON, Jan 29-Members of the Massachusetts delegation laid down tonight a barrage of letters to Mayor Curley of Boston in reply to the Mayor's recent communication in relation to the rejection by the Senate of the protective duties on boots and shoes and leather.

Representatives Underhill, Connery. Luce and Andrew each answered the Boston Mayor in his own way. The Republican members suggested, among other things, that the Mayor's criticism might better be addressed to members of the Democratic Party whom they held responsible for the failure to keep on these commodities the tariff duties which the House bill contained. They piedged their earnest efforts to secure restoration of the duties when the measure again reaches the House and is sent to the conference committee.

Connery's "Lone Fight"

Congressman Connery of Lynn wrote that the fight was not political but a sectional prejudice, with the West and the South against the industrial East. He criticized the failure of some New England Senators to get into the fight when the matter was before the Senate. He said that from a Democratic

point or view ne has "been lighting practically a lone fight, assisted only by Congressmen Douglass and Mc Cormack." He points out that the Democratic membership of the House, excepting a few scattering New York votes and a few votes from the Texans, "has been consistently against us for a tariff on shoes and leather." He pointed out that in the Senate 26 Democrats, 8 Progressive Republicans and 12 regular Republicans voted against a tariff on leather and shoes whilst four Democrats, 2 Progressives Republicans and 22 regular Republicans Republicans and 22 regular Republi-cans voted for such a tariff.

Underhill Raps Retaliation

Congressman Underhill pointed out the action by House and Senate, as Mr Connery did, and said that "both Senators Walsh and Gillett rendered vaiiant service in the Senate in their efforts to assist this great industry, and that all of the Republican Senators from New England either voted or were paired in behalf of this protective legislation.'

Regarding the Mayor's suggestions

he says:
"The one suggestion that you make for the adoption of a retaliatory program toward farm relief is rather be-Retaliatory measures accomplish little. What success do you think Massachusetts would have, or New England would have, in such a pro-

Your statement had much better have been sent to the members of your own party organization in the South

"I appreciate the efforts you are making in behalf of Boston, and compliment you upon the same. You will find me ever ready to cooperate with you in behalf of the happiness and presperity of our people."

House Will Insist, Says Luce

Representative Luce writes that the facts Mayor Curley lays before the Massachusetts delegation on the boot Massachusetts delegation on the boot and shoe industry "are precisely those that we used last May, together with much other information and argument," in passing through the House a solution of the problem that met general acceptance in New England. He gave credit for this to Congressman Allen T. Treadway.

Mr Luce said that there is no reason.

Mr Luce said that there is no reason

ar Luce said that there is no reason to suppose the House will not adhere to its position, and "in that case the Senate will have to yield or there will be no new tariff law."

"Your own experience here will, I am confident," Mr Luce adds, "satisfy you upon reflection that we of the House could do nothing more likely as the same could be same could be same considerable. House could do nothing more likely to prevent success for our views than would be an attempt at retaliation. We can win only by retaining the good will and support of the larger part of the Republicans from the rest of the country. We are here for results, not for gestures."

Andrew Pledges Help

Representative Andrew suggested "that criticism might more appropriately be directed to members of your own party in the House and Senace, who are largely responsible for the disaster which new threatens the livelihood of thousands of families in

lthood of thousands of families in Massachusetts.

"I am sorry that the great bulk of the Democratic party does not share the views of yourself and of my good colleague, Congressman Connery, as Lybrand the wisdom of the Republican theory of profection," he continued. "Be assured that when the bill comes back to the House every effort will be made by my colleagues and myself to have this absolutely essential protection restored to these most important industries."

2000 JEMOCRATS AT

Women's League Marks Curley and daughter. Curley's Election

Glynn and Sawyer Speakers-Leaders From All Over State Present

A victory banquet, given under auspices of the Boston Women's Democratic League at the Teachers' College, Huntington and Longwood avs, last evening brought together leading Democrats from all parts of the State to celebrate the election of Mayor James M. Curley. The committee plans, according to the slogan broadcast last evening, to "make Boston 150,000 Democratic."

Fully 2000 attended and long before the doors opened those in charge realized that the crowd was beyond anything which could be accommodated in the building. All who had not already purchased tickets were requested to forego the banquet. A group of well anown politicians, who were among the honor guests, waited outside the banquet hall until 10 o'clock, when all adjourned to the theatre, where a concert and speakers were provided.

Glynn Asks 100 Percent Unitu

Henry Lawler presided at the late meeting. Former Fire Commissioner Theodore Glynn was the first speaker. He emphasized the present unity in the ranks of the Democratic party as shown by the gathering together of all groups last evening. He also stated that he hoped the Democrats would stand united 100 percent, whether the hominee of the party came from Boston or the eastern part of the State or was a candidate from the western

Representative Roland D. Sawyer said the meeting was the most thrilling he had ever attended.
"I now see why Mayor Curley could not lose in the recent contest," he

not lose in the recent contest," he said. "We have a splendid opportunity in the next campaign to make this State even more Democratic than that splendid man, Al Smith, did. The Republicans of the East realize that President Hoover has tied up with the Western group. It means that our industries will become less, our machinery in factory and mill more silent, our unemployment will increase and will see bread lines in our State."

Leaders From Many Cities

Mrs Alice Lyons of Dorchester was Mrs Alice Lyons of Dorchester was chairman of the general committee. Among the guests were Ex-Senator James H. Brennan, Register of Probate Arthur W. Sullivan, Capt John J. Lydon, Charles H. McGlue, exchairman of the Democratic State Committee; Alderman John H. Burke of Medford, Election Commissioner Mrs Colin W. McDonald, Joseph B. Ely of Springfield, ex-district attorney: of Springfield, ex-district attorney; Peter F. Tague, Ex-Dist Atty Thomas C. O'Brien, Rev Roland D. Sawyer of Ware, James F. Egan, Representative

Joseph A. Logan of Hydo Park, Election Commissioner James J. Mulvey, VICTORY BANQUET

Senator Joseph J. Mulkern, Senator John F. Buckley, City Councilor Leo F. Power, Mrs Charles E. Towle, chairman of Ward 3, women's committee; Mrs John J. Buckley, president of Ward 10 Democratic Club; Mrs John J. Carlots and detection.

MAY REOPEN SPRING ON BOSTON COMMON

Approval by the Boston Art Commission of the memorial to the founders of Boston, suggested by John F. Paramino, planned for the Common on the Beacon-st side, near Charles st, may result in visitors to Boston drinking water from the original spring that induced settlers to leave Charlestown for Boston proper

for Boston proper.

The spring is still there that caused William Blaxton, the first settler, to build his hut, 300 years ago, near where the memorial will be erected. For years the Park Department has been trying to stop the flow which, from time to time causes the earth above it to sink and makes it necessary to fill in the depression.

Park Commissioner Long and Walter Gilman Page considered the advisabili-

Gilman Page considered the advisability of piping from the spring to the memorial. They suggested it to Mayor Curley, who approved the idea of giving visitors a chance to drink from the very spring that induced Gov Winthrop to move from Charlestown.

On approval of the sketch, plans will be started to have the memorial erected by Sept 17.

TRANSCRIPT /38/30 Four of Curley's Aides Approved

Samuel Silverman, as corporation counsel; Mrs. Colin MacDonald, as election commissioner; Eugene S. Hultman as building commissioner, and William Spot-tiswood as member of the sinking fund commission, today qualified for their re-spective city positions, their qualifica-tions having been approved by the civil service commission yesterday.

Appointments on which the commission has not yet acted are those of Joseph A. Rourke as commissioner of public works; Peter F. Tague as principal assessor, James E. Maguire as institutions commsisioner, John J. Lydon as solders' relief commissioner, Josepr A. Conry as traffic commissioner, Edward F. McLaughlin as fire commissioner, Mrs. Helen C. Galvin as city registrar, Michael H. Corcoran as sinking fund commissioner and John Martin as park commissioner.

Elliot H. Goodwin, commissioner of civil service, pointed out that failure to approve the others was because his commission has not yet completed its investigation into their qualifications.+ Pending inquiries into the qualifications of those who failed to be qualified yesterday will be completed within a few days, but the next meeting of the commission does not come until Tuesday of next week.

TRAVELER /29/30

NO ANNEXATION PLAN INVOLVED

Miss Herlihy Asks Judgment of Curley Move Have Fact Basis

Miss Elisabeth M. Herlihy, secretary of the Conference on Metropolitan Boston, issued a statement today in which she suggested that critics of Mayor Curley's plan of a unified government in the metropolitan district should withhold comment until some basis for discussion is made known by the con-

"The statements appearing in the newspapers from day to day," she said, "coming from officials and citizens in the cities and towns throughout the metropolitan district, are interesting and some of them will be helpful. It is to be regretted that others, either upon the basis of a false assumption or no basis at all, record themselves in opposition to any form of co-ordinated govern-mental jurisdiction in metropolitan

"No question of annexation is involved or contemplated in the study now going on. As a matter of fact, a very substantial majority of the members constituting the survey commit-tee are residents of the outside cities and towns. No plan whatever has been formulated nor will there be until after entering into the situation. Constructive suggestions from any community or individual, either for or against the proposition, will be welcome and helpful. a most exhaustive study of all the facts

"Beyond that, it is regrettable to see individuals making up their minds ir public with regard to a situation which does not exist. The whole study is being undertaken in the most friendly, co-operative and constructive spirit in the world by a group of men, including the best known authorities on municipal government in the world. Surely any decision might profitably wait upon their finding. In the meantime, suggestions will be welcome, but let us withhold the verdict until all the evidence is in."

RECORD /30/30

Mayor Greets German Amateur Boxers



Mayor James M. Curley, presenting an autographed copy of the Boston Year Book to Albert Liederman, German amateur welterweight boxer, who arrived here with his native team to compete against American and Italian simen pure ring vers at the Garden Mendey

HOME RULE FOR TECH OFFERS **BOSTONPLEABY** SEN. BUCKLEY

"Home Rule for Boston" was the plea voiced yesterday by Sen. John P. Buckley of this city before the Legislative Committee on State Administration when he asked that a regulation be made requiring three of the five members of the metropolitan district commission to be residents of Boston.
Under the terms of his proposed

bill, two committee members would be named by the governor. The senator declared that the city is assessed at present far beyond its share in benefits which it de-

POST 1/30/30 NEWSBOYS TO HEAR OF GREATER BOSTON

The suburban newsboys, who hold The suburban newsboys, who hold their meetings in the Burroughs Newsboys Foundation the first Sunday of every month, will listen to a 15-minute talk on Mayor Curley's "Greater Boston" proposal by a member of the Mayor's own plan and scope committee Sunday afternoon. Sunday afternoon.

Mayor Curley is much interested in Mayor Curley is much interested in the idea of encouraging the newsboys to learn something about civic matters and was the first public official to deliver an address along these lines at the Burroughs Newsboys Foundation.

It is planned to give a representative of the "anti-Greater Boston" group 15 minutes to talk at a later Sunday meeting of the surburban newsboys.

ITS AID FOR GREATER HUB

The fact that the Mass. Institute of Technology had been willing to be of service to communities for a long time past but that the present industrial, commercial and publicity movement instituted by Mayor Curley was the first project in this direction was stated by Dr. Samuel W. Stratton, president of "Tech," at a meeting at City Hall

yesterday.

The full co-operation of the bureaus of business research by the Boston University School of Business Administration was also assured to the mayor by Dean Everett Lord.

During the meeting, Mayor Curley stated that Dean Wallace Donham of the Harvard Graduate School of Business had pointed out the possibility of utilizing the brains of the Commonwealth in solving Boston's problems and hhat it was only a matter of time be-fore urgent need decreed a Metropolitan Boston.

POST 1/30/30

DOUGLASS WILL HEAD FIGHT AGAINST TANKS

Congressman John J. Douglass of the 10th District, will appear at the State House tomorrow to head the fight of the East Boston residents against the petition of the Standard Oil Company to increase the capacity of its storage tanks near Orient Heights from 32,000,000 to 34,000,000 gallons. Mayor Curley and Frederick A. Mansfield will also be asked to speak against the motion.

POST /30/30 GEN. COLE TO GET THEM HERE

Has Job of Transporting 100,000 Legionnaires

The job of transporting more than 100,000 American Legion men in and out of Boston during the national conven-tion week has been given to General Charles H. Cole, elected chairman of the committee on transportation yesterday at a meeting of the executive committee of the board of directors of the American Legion 1930 National Convention Comparation with Destay City vention Corporation at the Boston City Club.

The work includes arranging with and co-ordinating the plans of local rail-roads and other transportation officials to handle the visiting Legionnaires. It is considered one of the most important

of the convention positions.

Permanent headquarters for the executive committee are to be opened Saturday in the Statler building.

Besides General Cole, the following Besides General Cole, the following were given appointments: Dr. William H. Griffin, Past Department Commander, chairman of the parade committee; Vice-Commander Bazil Mulligan of Attleboro, chairman of the general liaison committee; Vice-Commander liaison committee; Vice=Commander Norman Singer of Wakefield, chairman of the badges and trophies committee; Colonel William H. Root of Haverhill, chairman of decorations committee; Past Department Commander William H. McGinnis, chairman of the conces-H. McGinnis, chairman of the concessions committee; Colonel William J. Blake, chairman of the reunion committee; Major Robert F. Raymond, chairman of the aviation committee, and Colonel H. I. Landon, chairman of the contests committee.

POST 1/30/30 SWEAR IN TWO **CURLEY AIDES**

Hultman and Silverman **Assume Official Duties**

Sworn in by City Clerk William J. Doyle, late yesterday, Eugene C. Hultman and Samuel Silverman assumed man and Samuel Silverman assumed their duties in the official cabinet of Mayor Curley. Mr. Hultman will serve as building commissioner and until his successor is qualified, he will continue as head of the fire forces in the capacity of acting fire commissioner. Mr. Silverman, who has been an assistant corporation counsel for the past the vears, became corporation counsel,

Il years, became corporation counsel, heading the city law department to fil the vacancy caused by the resignation of Frank S. Deland, who was recently appointed to the bench by the Governor.

MORE LOCALITIES OPPOSE MERGER

Quincy, Medford, Malden, Braintree and Canton Against Greater City, But Hull Likes the Idea

The majority of citizens in five im- | was pointed out that many residents portant municipalities in the Metropolitan District-Quincy, Medford. Malden, Braintree and Canton-who expressed their opinions yesterday on some form of merger with Boston, voted against the proposition.

In the town of Hull, on the South Shore, where Mayor Curley is a summer resident, a canvass showed

of Boston live there in summer and that the town would receive many advantages if it was connected with

QUINCY OPPOSED

In Quincy, one of the largest cities in the area, 68 citizens told a Post reporter that they were against any form of annexation to Boston, while 17 exthat a large percentage of the citizens were in favor of some sort of a political affiliation with Boston. It

Want Town Form

live in this territory,

reasons that governed their decisions than those favoring the project. Among the reasons advanced by he opponents to the scheme were that Quincy would lose its community pride and its individuality as the "City of the Presidents" if it became a part of

Boston; a fear that as a borough of one large city it might not get fair treatment at all times from the administration in power, and a confidence in Quincy's ability to progress in the future without assistance from other

In Malden there was 45 citizens who said they were opposed to an affiliation, against 24 who were in favor of Johnng with Boston in some way. It was found

that the residents of the Linden district were distinctly opposed to the plans suggested. Among the proponents

to the scheme were those who favored central control of municipal activities, such as fire and police protection, and 14 who voted for complete annexation of Malden to Boston. A large number

had reached no decision on the ques-

opinions were requested on the matter

yesterday, 80 voted against any sort of

a merger, and 15 were in favor of some

form of annexation. Among those who favored the project were proponents who believed that one large metropoli-

tan Boston would have a distinct eco-

nomic advantage which would be shared in by nearly 2,000,000 people who

of 95 Medford citizens whose

municipalities.

Out

The desire to continue the old New England form of town government was cited yesterday in Braintree where, out of 75 citizens, 59 were flatly opposed to annexation in any form and 16 expressed their preference for the plan. Of the 16 proponents, there were four who favored a limited form of affiliation, which would allow them to retain their present form of government.

Out of 61 residents of Canton interviewed yesterday, it was found that 44 expressed disapproval of any plan to merge their city with Boston, and I? favored the proposition. The opponents emphasized the fact that Canton has a very low town debt and a fairly low tax rate. tax rate. Many young men and women were included in those who ravored some form of a merger.

In Hull 28 residents expressed a desire to be connected with Boston, against four who were not in favor. Here it was stated that as a residential district the town was suffering from the loss of trade in winter. Some feit that a merger with Boston would bring to the town more opportunities for work, through the establishment of small shops and factories. Several expressed the opinion that some form of annexation would be reflected in a lower tax rate for the town.

TRAVERER /31/30

James and John

MAYOR JAMES M. CURLEY has appointed former Mayor John F. Fitzgerald as chairman of the Boston Tercentenary Committee.

We ignore any political significance that may be attached to this appointment. Instead, we confine ourselves to the act in itself. So we cannot help but applaud the Mayor on his choice of Dr. Fitzgerald for this position.

None can deny that Dr. Fitzgerald is the most accomplished pepper-up of people in this stern and rockbound neck of the woods. The doctor has a charm and shall we say (?) verve that is simply irresistible. He talks engagingly. He inspires one to work when one does not want to work. He sets an example of vigor and energy that is contagious.

And as a last resort, if all else fails (which we do not believe possible) the dapper and debonair doctor can burst into song, song not, it is true, as ineffably sweet as that of his friend John McCormack, but song nevertheless. Any man who can get a lot of full-grown men to stand up on their hind legs, shed their dignity and burst into the bull-frog bass, bovine baritone and barber-shop tenor of Sweet Adeline (and like it) is eminently fitted to carry the baton and wear the bear-skin busby at the head of our tercentenary parade.

With John Francis Fitzgerald in charge, Boston tercentenary is sure to be the biggest, best and busiest.

TRANSCRIPT 1/30/30

Many Speakers Indorse Old-Age Pension Bill

The entire merning session at the State House of the Committee on Pensions, was devoted to support of House Bill 814, the old-age pension bill, by various spokesmen from an audience so large that the committee was obliged to transfer its sitting from Room 460 to larger quarters in Room 420.

The provisions for old-age security contained in this measure, which was introduced by Representative Kirkpatrick of Holyoke, in general include a system of financial aid and service for needy persons of sixty-five years of age or older, to be administered by existing local welfare boards under supervision of the State Department of Public Welfare. All payments, under Bill 814, are to be made by the State, the proposal being "noncontributory." Aliens are accorded equal privileges with citizens, in the Kirkpatrick measure, which provides however, that applicants must have resided in the Commonwealth for at least fifteen years preceding the date of his application. An important feature of the bill includes supervision and service if the applicant is or sick, and although disabled amount of pension is normally intended to be about \$1 per day, certain flexible provisions are included for emergency

Scrap Men at Forty

A large number of social workers spoke in behalf of the Kirkpatrick bill, which was drafted, with the assistance of several social agencies, by the Massachusetts Committee of Old Age Security. The latter organization was represented at the hearing by Maurice Taylor of Boston, who is connected with the Federated Jewish Charities.

After outlining the purposes of the bill, Mr. Taylor introduced Dr. Alice Hamilton of the Harvard School of Public Health, who gave an account of the industrial situation in its relation to the bill.

"There has been an increasing number of unemployed middle-aged men since the war," said Dr. Hamilton. "In place of the skill, experience and judgment of middle-aged workers, we have now nachines which do their work. The result has been what economists call 'technological unemployment."

Dr. Hamilton then cited the case of a large factory in which, she said, no new employees of more than forty years of age are being hired. "The employers have been told," she said, "by the industrial insurance companies not to take on men over this age. They are scrapped, many of them self-respecting, able men at forty-five or fifty and are unable to find adequate employment subsequently."

Dr. Lucille Eaves of Simmons College, and a director of the Women's Educational and Industrial Union, also spoke in behalf of the bill. "Two-thirds of all the aged needy in Massachusetts are women," she said, "and of this number more than 80 per cent are former housewives." It is impossible for many of these women, she said, to provide for their future, and she pointed out that already ten States have enacted laws for the benefit of the aged.

Others who spoke in support of some old-age measure were William N. Towle of Brookline, representing the Massachusetts Federation of Churches; Colonel Walter Duncan of the Volunteers of America; Adjutant Keller of the Salvation Army; Rev. Charles Pennoyer of Chelsea; Robert Fechnor, representing the International Association of Machin-

ists, which is associated with the American Federation of Labor; Alfred Baker Lewis, State secretary of the Socialist Party; Rev. George L. Paine, of the Greater Boston Federation of Churches; and Mrs. Annie Atwood, of the Woman's Relief Corps, Auxiliary to the Grand Army of the Republic. Representatives of the Consumers' League and the Industrial Aid Society also announced their support of some old-age-pension plan.

Although expressing his approval of the intention of Bill 814, Dr. Jeffrey R. board of the Brackett of the advisory Department of Public Welfare, declared himself, personally, in opposition to the clause which sets sixty-five as the age limit. This sixty-five-year clause," he said, "makes for an aristocracy of needy persons of that age. But we must treat with the same humaneness persons of thirty or forty or fifty years who are in trouble through no fault of their own."
Dr. Brackett also stated that the word 'pension" should be eliminated from any bill of this sort, insigting that "pension" should be reserved for the use of assistance received by firemen, police, soldiers and other public servants with a "hazardous" calling.

Legislators in Favor

The following-named members of the Legislature were recorded in favor of the passage of an old-age pension system, some of them being in favor of one of the specific bills, while others favored any bill which would remedy conditions: Representatives Edward J. Kelley of Worcester, C. F. Nelson Pratt of Saugus, Michael H. Jordan of Lawrence, Emile J. Gravel of New Bedford, James E. Hagan of Somerville, Frank P. Clark of Holyoke, Edward M. Cawley and Senators Charles W. Faulkner of Pittsfield and James E. Warren of Lawrence.

Alfred Baker Lewis, speaking in favor of the bill of the committee for old age security, said that he is opposed to some of the other bills for the "support your parents" clause in them. He said he is opposed to requiring children to support their parents because if the parents come into the homes of their married sons or daughters, it results in family friction and dissension. If a man is a family man he can save hardly anything for his old age, and if he does save, it is usually done at the expense of the education of his children. For that reason, among others, he urged the passage of the pension system.

Six other bills providing for old-age assistance are to be considered by the committee.

TRAVELER /31/30

CENSURES RAIDS ON CHINATOWN

Mayor Tells Oriental Visitors He Hopes Police Will Case Practice

Sharp criticism of the practice of the poplice in periodically arresting participants in fan-tan and other games in Chinatown was expressed by Mayor Curley today to a delegation of prominent Chinese merchants who made a formal call in connection with their celebration of New Year's.

celebration of New Year's.

"It is about time," said the mayor after he had been told that the delegation paid taxes in Boston upon \$1,000,000 of real estate and personal property, "that the police and some attorneys stopped making raids in your district upon Chinese fan-tan playing, dominoes

or even poker.

"Until the Chinese debauch white persons, and I have no reason, to helieve that such a thing will occur, the police raiding squads ought to keep away from Chinatown. Your people should have the privilege of whatever enjoyment and pleasure can be derived from such games as they play. I have never known your people to do any harm to others. It seems that every time that there is a safe robbed or a murder committed, the police department takes advantage of the opportunity to make a gambling raid in Chinatown. The practice ought to be stopped and I hope that it will."

The delegation was presented to Meyor Curley by Edward P Barry, who

The delegation was presented to Mayor Curley by Edward P. Barry, who described the business of each visitor and said that they were representative of the Chinese residents of Boston.

The mayor recalled an old-time Chi-

The mayor recalled an old-time Chinese friend, who was a member of the Tammy Club in Roxbury, and then he told the visitors that if ever they feel that their rights are being imposed upon, the door to his office will always be open.

OFFER MAYOR SYMPATHY

"If there is an invasion of your rights," Curley added, "which concerns something that is beyond the authority of the mayor, I assure you that I will not hesitate to give you every possible assistance."

Told that one member of the delegation was about to pay a visit to China, Mayor Curley, who autographed copies of the Boston Yearbook for all of the visitros, told the traveller: "You stop in San Francisco, show that book to my good friend, Jim Rolph, mayor of that city, and he'll give you the key to San Francisco."

Through Barry, the Chinese offered their sympathy to Mayor Curley because of the illness of Mrs. Curley,

TRANSCRIPT /30/30

Curley Proffers Fitzgerald a Big Municipal Task Colored Elks, are held, insignia of these organizations in plants. Mayor Curley made two other impormate two other importance of the color of the

Head, with Scully and Mullen for Other Places

been given since the votes were counted adminstration. than that today when Mayor Curley named John F. Fitzgerald, former mayor and congressman, as chairman of the committee of 350 men and women who will plan and direct Boston's observance of the 300th anniversary of the settle Says "Bubble Blowing"

ment of Massachusetts Bay.

Mr. Fitzgerald and Mr. Curley were enemies for years up to the time of the presidential campaign when they met on the same platform in the old Young's Hotel dining room, shook hands amid deafening applause and agreed to work together for Governor Smith. A few months passed and there came to public notice further evidence of the entente cordiale, especially when Mr. Fitzgerald took off his coat, figuratively speaking, and became active for Mr. Curley in the mayoral election.

Today, Mr. Curley, in announcing the appointment of Mr. Fitzgerald as his chief aide in the tercentenary plans, remarked that as he is "full of pep" he would make an admirable leader in the varied program which the city will offer to the thousands of visitors expected from early summer to late fall. He had no doubt but Mr. Fitzgerald would accept. Mr. Fitzgerald will have as vice chairmen Mrs. Curley, General F. H. Appleton and Frederick Winthrop, the last two lineal descendants of original settlers in the colony.

An executive committee of sixteen comprises Frank C. Brown, chairman; Miss Elizabeth M. Herlihy, William C. Crawford, Joseph A. F. O'Neil, Miss Mary A. Barr, Frank S. Davis, Edmund L. Dolan, Gleason L. Archer, Carl W. Johansson, Arthur L. Race, Thomas F. Lockney, Mrs. Eva Whiting White, Colonel Percy A. Guthrie, General Richard K. Hale, Carl Dreyfus, and James W. Reardon.

The first meeting of the general committee will be held in the Old South Meeting House tomorrow afternoon at 2.30 o'clock, when Mayor Curley will give a brief survey of his plans as already formulated, embracing an expenditure of at least \$100,000, and introduce Mr. Fitzgerald to the gathering. City Hall politicians, at least those who had heard of the appointment, were a unit in expressing the wish that they might be present at what they were inclined to forecast as "another epochal political event." This remark referred, of course, to the fact that as Mr. Fitzgerald is an announced candidate for Governor on the Democratic ticket the active friendship of Mayor Curley, as instanced by the appointment, might mean that he will receive Mr. Curley's warm support.

Announcement was made today by Chairman William P. Long of the Park

Commission that his department will arrange, in connection with the tercenten-

ary plans, to reproduce in the Copley square plot, a facsimile of Old Boston in plants, and, in addition, will arrange to place in the Public Garden during the weeks when conventions of the American Legion, the American Federation of Labor, the Knights of Columbus and the

tant appointments today, John T. Scully, secretary of the Massachusetts Real Es-Names Him Tercentenary tate Exchange, as director of the City of \$5000, and Thomas A. Mullen, once the private secretary of Mayor Josiah Quin-cy, as director of the City of Boston Publicity Bureau, also at a salary of \$5000. These appointments are effective tomorrow No more signal demonstration of the night and are not subject to Civil Servarmony program among leading Demo-ice confirmation. They are revivals of harmony program among leading Demo-ice confirmation. They are revivals of crats in the recent mayoral election has positions created in the former Curley

Fin. Com.'s Only Results

The Boston Finance Commission was attacked by Senator Michael J. Ward of Roxbury, a political lieutenant of Mayor before the legislative Committee on views of Councilor Rheinstein. Curley, at a public hearing this morn-Cities, of which the senator is a member. The commission has cost the city of Boston \$50,000 a year, but never has saved the taxpayers a cent," said Sena-"The commission's investigator Ward. tions never have resulted in anything more conclusive than bubble blowing.

This comment was made while John M. Macauley, the petitioner on a bill calling for the appointment of a finance commission for the city of Revere, was speak-ing. Mr. Macauley had cited several in-stances of alleged mismanagement on the part of Revere city officials, when Senator Ward broke in on him.

"You say you believe in home rule," he declared, "yet, if the governor appoints the commission, the city of Revere will be subservient to the ruling powers on Beacon Hill."

"But the bill provides that the com-missioners shall be citizens of Revere," was Macauley's rejoinder.

"Yes, but they are to be appointed and paid by the governor, and will therefore be under his direction," was Senator Ward's comeback. "Furthermore you will find a finance commission unable to remedy the conditions you have been at-The Boston Finance Commistacking. sion always waits until a public official has made a mistake or until an appropriation has been passed that they charge savors of graft. But by the time the commission has secured money to investigate the case, the grafting proposition has been carried out and it is too late to recover any of the money spent.

The senator later obtained permission to clarify his comment by stating that he did not regard Frank A. Goodwin, the present chairman of the commission, as a "bubble blower," adding the comment that if the commission ever is to be successful, he is the man who will be able to bring it about.

Charges Gambling in Revere

Charges that gambling exists in Revere on a scale comparable to Havana or were on a scale comparable to Havana or Monte Carlo were made before the Committee by Mr. Macauley, former commissioner of public welfare in Revere, who appeared to support his petition for the appointment by the governor of a board of police in that city.

"One can find gambling places half a block from City Hall and all along the beach," the speaker declared. "There are slot machines and roulette wheels. Even small children are allowed to play them. This slot machine racket has become so open, that the question comes as to who is paying for protection. Citizens complain at police headquarters and receive no satisfaction. The mayor nas led several raids."

Senator Ward told the witness that his bill would not remedy the situation, remarking: "You have heard the story about Garrett and about the Boston po-lice commission. The mayor of Boston has no control over the police depart-ment. If he had, these conditions would not exist."

City Councilor Louis B. Gilman of Revere, the only other person to appear in regard to the petition, was recorded as

opposed. Favorable action on a bill providing for a referendum next fall on an act es tablishing preferential primaries preceeding the biennial election of the mayor was urged before the committee by City Councilor F. H. Rheinstein of Revere. The present party primary system is archale, he declared, as only 250 are registered as Democrats, although the city was evenly divided in the State and national elections. He favored the "run-on" system. Representative Thomas F. Carroll of Revere also was recorded in favor of the

GLOBE 1/31/30 PM **CURLEY LETTER** TO RATSCHESKY

Accepts Resignation Tercentenary Chairman

Mayor Curley, in a letter to Hon A. C. Ratshesky, today accepted the lat-ter's resignation as chairman of the tercentenary committee.

Mr Ratshesky will leave soon to assume his duties as Envoy Extraordinary and Minister Plenipotentiary to Czechoslovakia.

The letter was as follows: "In view of your departure shortly to "In view of your departure shortly to assume your manifold duties as Envoy Extraordinary and Minister Plenipotentiary, representing the United States of America at Czechoslovakia, I have this day accepted your resignation, tendered by yourself as chairman

of the tercentenary committee.
"The city of Boston has been extremely fortunate in that you have at tremely fortunate in that you have at least conserved and prevented the squandering of such money as has been appropriated for a proper observance, and this is in keeping with the exceptional character of public service that you have given in every responsible position to which you have

sponsible position to which you have been assigned.
"I trust that in your new field of activity you may be permitted to n-joy both health and happiness, and assure you of the good wishes of the citizenship of Eoston, and in extending these wishes I am simply giving expression to what I believe are the sentiments of all Boston citizens."

AMERICAN /30/30

Fourth City of the U.S.A.

Boston's Neighbors-Somerville Included-Should Hear Professor Beale's Report Before Becoming Agitated Over "Annexation"

THE new Mayor of Somerville, who issues a call to Selectmen of the towns of the Metropolitan District to assemble in his City Hall on Saturday afternoon, must have been seeing things.

"In view of the fact that Metropolitan Boston has a population of 1,200,000," he writes, "against a population of Boston itself of only 800,000-there should be some concerted action to protect our mutual interests."

Against what? Plainly, against annexation. But who SPEAKS of annexation?

The Mayor of Boston HAS called the attention of Metropolitan Boston, a community of 2,000,000 people, to the fact that the Metropolitan district is at a disadvantage in the struggle for commerce and industry because on the books it appears to be a city of but 800,000, and so ranks eighth among the cities.

If that is so-and Mr. Curley appears to have won the support of leading citizens-the problem should be as much the concern of residents of Dover and Dedham and Sangus and Somerville as of those who dwell in the city proper.

What Mr. Curley has suggested is a thorough STUDY of the subject, nothing more. He would not take the name from a single one of these 40 cities and town, or deprive them of mayors and boards of selectmen. It IS his hope that Boston may stand out as a city of 2,000,000 people-Fourth in the U. S. A.!-and he BELIEVES this may be accomplished by the adoption of the City of London's borough plan.

As chairman of the committee of citizens to whom Mr. Curley has referred the question, Professor Beale, of the Law School of Harvard University, is now on his way to London. Professor Beale is a citizen of Cambridge. Two or three months from now he will let the District know the result of his study.

The cause of Boston is, or should be, the cause of every one of the cities and town round-about. If Boston suffers, THEY suffer; if Boston prospers, THEY prosper.

Mayor Murphy should hold his horses, wait for the facts. Not even the borough plan-which contemplates nothing like annexation-can be made effective here until it has received the approval of a majority of the people.

TRAVELER 1/30/30

SENATUK WARD RAPS FIN. COM

But Praises Goodwin at Hearing on Proposed Revere Body

Investigations by the Boston finance commission have resulted in nothing

more conclusive than "bubble blowing."
Senator Michael J. Ward, a member of the legislative committee on cities, made this declaration when he delivered a scathing broadcast during a hearing at the State House today.

A bill petitioning the Legislature for the appointment by the Governor of a finance commission for the city of Revere was before the committee for con-sideration. It was brought by John M Macauley, former city councilman of Revere.

recited several in-Macauley had stances of financial mismanagement in Revere when Senator Ward broke ir with his assault on the Boston commission.

Senator Ward declared: "The commission has cost the city of Bostor \$50,000 a year and has never saved the taxpayer a cent. The commission's inthing more conclusive than bubble blowing. You say you believe in home rule, yet, if the Governor appoints the commission, the city of Revere will be subservient to the ruling powers on Beacon Hill."

Machiley argued: "But the bill provides that the commissioners shall be citizens of Revere."
"But they are to eb appointed and paid by the Governor," Senator Ward variations of the control of the contr

returned, "and will be under his direc-tion. Furthermore, you will find a finance commission unable to remedy the conditions you have been attacking. The Boston finance commission always waits until a public official has made a mistake or until an appropriation has been persent that tion has been passed that they charge it savors of graft. By the time the commission has secured money to investigate the case the grafting proposi-tion has been carried out and it is too late to recover any of the money spent.

late to recover any of the money spent.
"The finance commission has no power to summon witnesses or to compel them to take oath. That is reserved for the courts. The commission then is powerless. What does it amount to?"

Senator Ward explained, however, but he did not record Chairman Frank.

that he did not regard Chairman Frank A. Goodwin as a "bubble blower." "If the commission is ever to be successful, it will be due to his direction," he

Macauley declared that the Revere Macauley declared that the Revere city government is spending the tax-payers' money illegally. "Our people are poor," he averred, "the taxes high and no new industries coming in. Ye the officials plan an extensive program Something ought to be done."

CURLEY APPOINTS FITZGERALD AS BOSTON TERCENTENARY CHIEF

He Helped Mayor's Recent Campaign; Celebration Committee to Meet Tomorrow

Mayor Curley today oppointed ex-Mayor John F. Fitzgerald chair-man of the Boston Tercentenary Committee, and politicians prompt-ly professed to see in the appointment a significant move greatly benefiting "John F." in his cam-paign for Governor in the fall.

The former mayor, long an arch political enemy of Curley, was active in behalf of Curley in the

recent mayoral fight

His aid was warmly appreciated. His aid was warmiy appreciated, it is said, and his appointment to a position where he has an excellent opportunity to keep himself conspicuously before the public, make helpful contacts with business leaders and otherwise further his gubernational ambition, is

his gubernational ambition, is reputed to be a reward for that aid. At the first meeting of the ex-ecutive committee and vice-chair-men of the Boston Tercentenary Committee, tomorrow at 2:30 at the Old South Meeting House, the Mayor will introduce his appointed to his assisting officers, with due formality.

The committee when completed will be composed of 350 prminent business, civic and social leaders of this city and it will have charge of the Boston celebration. It is now in process of formation.

now in process of formation.

The vice-chairmen already appointed are Mrs. James M. Curley,
Gen. F. H. Appleton and Frederic
Winthrop. The executive committee consists of Frank C. Brown,
chairman; Miss Elisabeth M. Herlihy, William C. Crawford, Joseph
A. F. O'Neil, Miss Mary A. Barr,
Frank S. Davis, Edmund L. Delen Frank S. Davis, Edmund L. Dolan Gleason L. Archer, Charles W. Johansson, Arthur L. Race, Thomas F. Lockney, Mrs. Eva

Whiting White, Col. Percy A. Guthrie, Carl Dreyfus and James W. Reardon.

Mayor Curley in the final year of his last term as mayor began formation of a tercentenary committee and named his vice-chair-men, but Mayor Nichols abolished it and named a committee of his own, which, however, never func-tioned. Mayor Curley revived his own committee as soon as he took office this month.

FIFTY LABORERS

the civil service list of unemployed by Mayor Curley today and given three months' temporary work as gardeners in the park department at \$5 a day.

They will start work clearing up "the wilderness" at Franklin Park in preparation for the tercentenary celebration.

The mayor gave instructions to Park Commissioner William P.
Long that a facsimile of a scene
from old Boston be laid out in
plants in the park department plot in Copley sq. About 10,000 plants will be used.

The commissioner also received instructions regarding floral insignia to be laid out in the Public Garden in honor of various organizations convening this year in Bos-

Curley Creates Two Bureaus From One

Mayor Curley resurrected the de-funct Industrial Commercial and Publicity Bureau today and splitting it in halves created and filled two \$5000 jobs.

two \$5000 jobs.

As director of a Boston Industrial Bureau he named John T. Scully, secretary of the Massachusetts Real Estate Exchange.

As director of a Boston Publicity Bureau he appointed Thomas A. Mullen, attorney, and secretary to the late Mayor Josiah Quincy.

The bureau, which now becomes

The bureau, which now becomes two bureaus, was created by Mayor Curley during his second term and allowed to die by Mayor Nichols.

ton today characterized the Boston Finance Commission, up to the advent of Frank A. Goodwin as chairman, as "a bubble-blowing outfit that never accomplished anything."

"The city of Boston," he said, "appropriated \$50,000 every year for pipes for this commission with

which to blow the bubbles."
"But when I speak of bubble-blowers I am not including Frank A. Goodwin. I consider him one of the most capable men in the State. If there is to be any success accruing from the Finance Commission it will come through

the efforts of Mr. Goodwin.
Ward, member of the legislative ward, member of the legislative committee on cities, was warning John M. Macauley of Revere, who was asking for a finance commission for his city, on the perils of taking such a step.

Macaulay pointed out that the

Macaulay pointed out that the city has a tax rate of \$38.40, the highest in the State. He complained that the taxpayers' money is being spent illegally.

"They took 30 minutes to decide how they were going to spend \$900,-000 for schools and talked about it. afterwards. An audit made a year ago has never been published in the local press for the benefit of the taxpayers."

Puritan's Spring to Furnish Fountain

A drink of water from the very spring on the Common that drew the Puritans to settle Boston 300 the Puritans to settle Boston 300 years ago was the attraction held out by Mayor Curley to distant visitors to the tercentenary celebration here this year.

Chairman William P. Long of the park commission informed the mayor that the old spring cure

the park commission informed the mayor that the old spring overcame all efforts to bury it under a garden of colorful plants.

The mayor requested the park department specialists to pipe the spring water to the proposed \$35,000 memorial fountain, which will be erected on the Common opposite 50 Beacon st., to portray the settlement of Boston by Governor Winthrop and his courageous band of Puritans.

TRAYELER /30/30

FITZGERALD IS **CURLEY CHOICE** FOR 1930 HEAD

Names Former Mayor Chairman of Tercentenary Committee

Tercentenary committee of 300 members may cause an eruption in the Democratic party in Boston.

not be an unspoken indorsement of the candidacy of Fitzgerald for the Democratic nomination for Governor, supporters of Gen. Edward L. Logan, who porters of Gen. Edward L. Logan, who is regarded as a candidate for the nomination, seemed to perceive in the recognition given to Fitzgerald, political significance which may have a far reaching influence and which may start plenty of trouble.

AIDED CURLEY CAMPAIGN

Fitzgerald was very active in the Cur-Fitzgerald was very active in the Curley campaign for mayor. Then it was understood that he would seek the Democratic nomination for United States senator, but his switch to the governorship not only surprised Democratic leaders, but raised the question of the position which Curley would take.

The mayor has been friendly with Gen. Logan for years. There have been

Gen. Logan for years. There have been times when the personal and political relationships between Curley and Fitz-gerald did not warrant the conclusion that there was any particularly friendliness existing.

When Fitzgerald took the stump for When Fitzgerald took the stump for Curley he went the full distance in his espousal of his candidacy. Whatever animosity had existed was wiped out and during the campaign it was the belief that the Curley support would be given to Fitzgerald in his candidacy for the senatorial nomination. the senatorial nomination.

for the senatorial nomination.

Today Mayor Curley seemingly disclosed that Fitzgerald can bank on his support in his quest for the gubernatorial nomination. If what appears to be so becomes a fact there is certain to be an uproar in the Democratic party because the majority of the state leads. because the majority of the state leaders have not enthused about the switch of Fitzgerald from the senatorship to the governorship.

IN THE SPOTLIGHT

IN THE SPOTLIGHT

Regardless of its potential significance the mayor chose Pitzgerald to head a committee which will not only be active but prominent in Boston during the next six months. It will keep Fitzgerald in the spotlight, at least, even though politics will not be openly mixed with the tercentenary celebration.

Obviously the choice of Fitzgerald was actuated by appreciation of his knowledge of the history of Boston. Political observers who conceded that he possessed such knowledge refused to be swayed from viewing the appointment as an out and out political move.

It is possible that Mayor Curley will present his one-time political adversary to the members of the tercentenary

committee at their first meeting in Old South Church tomorrow afternoon at 2:30 o'clock.

2:30 o'clock.

In addition to the chairmanship the mayor amounced that his wife, Mrs. James M. Curley; Gen. Francis Appleton and Frederic Winthrop, who is a lineal descendant of Gov. John Winthrop, will be vice-chairman of the committee.

EXECUTIVE COMMISSION.

EXECUTIVE COMMITTEE

EXECUTIVE COMMITTEE

The executive committee is Frank C.
Brown, chairman; Miss Elizabeth M.
Herliny, William C. Crawford, Joseph
A. F. O'Neil, Miss Mary A. Barr, Frank
S. Davis, Edmund L. Dolan, Gleason L.
Archer, Carl W. Johansson, Arthur L.
Race, Thomas F. Lockney, Mrs. Eva
Whiting White, Col. Percy A. Guthrie,
Gen, Richard K. Hale, Carl Dreyfus and
James W. Reardon.

James W. Reardon.

In his previous administration Mayor Curley named a tercentenary committee of 350 members. When Mayor Nichols assumed office it was strongly intimated that the resignation of quite a Announcement by Mayor Curley today of his selection of ex-Mayor John
Tercentenary committee of 300 members
may cause an eruntion in the Demo ercentenary committee of 300 members been no tercentenary committee. Belay cause an eruption in the Demo-fore tomorrow afternoon Mayor Curiev hopes to have acceptances from 360 whom he has invited to become members of the committee.

FLOWER FEATURES FOR TERCENTENARY

Elaborate plans for floral features to mark the various celebrations in Bos-ton incident to the observance of the tercentenary as well as the conventions of national organizations, have been made by the park tenartment.

of national organizations, have been made by the park department.

In the plot in Copley square there will be reproduced with plants a facsimile of old Bostu, and during the week of conventions, the insignia of the organizations will be displayed in plants in the Public Garden. Some of the organizations will be displayed in plants in the Public Garden. Some of the conventions for which such decorative features are planned are the A. F. of L., the Knights of Columbus and the Colored Elec

HULTMAN SWORN AS BUILDING HEAD

L. a half minte, yesterday afternoon, ire Commissioner Hultman lost that Fire Commissioner Hultman lost that title, became building commissioner of the city, and then acting fire commissioner. He has been actingn building commissioner since the resignation of Louis K. Rourke, who became superintendent of schoolhouse construction.

Mr. Hultman will continue to supera-

Mr. Huitman will continue to super-ylse the fire department until his suc-tessor is sworn in. Edward McLaugh-lin has been named to the post but the civil service commission has not confirmed the appointment.

CURLEY APPOINTS SCULLY AND MULLEN

Mayor Curley appointed John T. Scully, secretary of the Massachusetts Real Estate Exchange, director of the city of Boston industrial bureau today and named Thomas A. Mullen director of the municipal publicity bureau. The salary of each will be \$5000 a year and the appointments will become effective tomorrow. Scully is well known in public affairs and Mullen, who is an attorney, was secretary to Josiah Quincy during his mayoralty service.

PENSION BILL **GETS SUPPORT**

Strong Arguments Favor Aid for Aged Poor of State

Adoption of some form of legislation to aid elderly persons who are in need was advocated by several social workers and church members at an overflow hearing on several bills before the state committee on pensions.

committee on pensions.

Many speakers voiced opposition to placing the administration of the old age pension system under the department of public welfare on the ground that it is "deceiving pauperism."

The increasing demand of industrial organizations for young men and their hesitancy to employ men over 40 years of age was cited by Dr. Alice Hamilton of the Harvard school of public health as the most important reason for the state taking action.

as the most important reason for the state taking action.

Morris Taylor, representing the Massachusetts committee on old age security, appeared in favor of a bill providing for the establishment of a system of non-contributory old age pensions within the department of public welfare and the creation of local old-age pension boards in cities and towns. Payment of and the creation of local old-age pension boards in cities and towns. Payment of \$1 a day would be provided in ordinary cases. If a person had any income this would be considered in making up the

cases. If a person had any income would be considered in making up the \$1 daily allowance.

Dr. Lucille Evans of Simmons College said that two-thirds of those needing pensions are women, and more than 80 per cent. of these women are housewives, unfortunate widows left penniless by the deaths of their husbands. Many have minor children to support.

Erland Field of Waltham told of the pension systems in England. The Rev. Charles Penoyer of Chelsea stated that one of the large gaps in our democratic scheme of government is the lack of oir age pensions. Other speakers included Adjt. F. L. Keller, representing the Salvation Army; Miss Mar. W. Raymonton, secretary of the Consumers' League of Massachusetts; Col. Walter Duncan of the Volunteers of America, and the Rev. George L. Payne of the Greater Boston Federation of Churches.

Other speakers appeared in favor of two measures to extend the provisions of

Boston Federation of Churches.

Other speakers appeared in favor of two measures to extend the provisions of the public bequest fund in order that unclaimed savings and insurance, and a sum from the inheritance tax returns might be transferred to the fund. might be transferred to the fund.

Gaspar Bacon Speaker at Roslindale Banquet

Hon Gaspar G. Bacon, President of the Massachusetts Senate, in addressing a gathering of more than 300 rerthe fourth annual banquet of sons at the lourin annual panquet of the Roslindale Board of Trace in the Municipal Building, Roslindale, last night, paid a tribute to the integrity of Mayor James M. Curley and stated that he was in accord with the Mayor in his fight for "home rule for Bos-

That he would give the Mayor his full cooperation in any legislation filed that would benefit the city of Boston, was a further assertion of Pres Bacon. was a further assertion of Pres Bacon. He added that although he hasn't as yet discussed any bills with the Mayor, in the near future he will have a talk with him. In closing his talk Pres Bacon believed, with Mayor Curley, that Boston could take care of itself.

William H. O'Brien, director of the telephone and telegraph division of the Massachusetts Department of Public Utilities, praised the women voters

the Massachusetts Department of Public Utilities, praised the women voters of the country, asserting them to be valuable assets to the United States because they vote for the human and right things. He assailed the great number of men who neglect to vote number of men who neglect to vote and characterized them as cheaters," and said they had no right to sing "The Star Spangled Banner" or

America.

Representative George A. Gilman talked on the Elevated conditions, say ing that all elevated structure should be a structure of the should be a should be a structure of the should be a sho ing that all elevated struc. Should be torn down and subways be installed throughout the city. He said that the Roslindale and West Roxbu. Sections particularly needed rapid transit

service.

City Councilor Peter A. Murray of Jamaica Plain took the opportunity to clear up a situation by identifing himself as the City Councilor and not the entertainer. The mixup was appropriately appropriately on the prothe entertainer. The mixup was caused by announcements on the procaused by announcements on the program of an entertainer by the same name. The Councilor received many phone calls inquiring as to his debut. The namesakes were then introduced and Councilor Murray relaxed and enjoyed the program.

and Councilor Murray relaxed and enjoyed the program.

Other speakers were Capt James P. Smith of the West Roxbury blice, Representatives Joseph White, William McMorrow, Joseph Logan, Harold Duffie, Councilors Clement A. Norton and Joseph Cox, Mark B. Mulvey and Mrs Warren H. Brayton, resident of the Roslindale Community Club. John F. Kindelan, president, presided. F. Kindelan, president, presided.

PAYS TRIBUTE TO WILLIAM BLACKSTONE'S MAYOR CURLEY SPRING IN LOUISBURG SQ

Mayor Curley Has Directed Piping Its Water, Source Of Trouble, to Boston Common

You can always find matter for controversy if you open up subjects like "Boston Common," or "Beacon Hill," or where this or that ancient landmark

was in this city.

The latest comes from the announcement from Mayor Curley's office that as part of the tercentenary celebration now imminent, the famous old spring which tempted William Blackstone (or Blaxton, we'll have no argument about

which tempted William Blackstone (or Blaxton, we'll have no argument about that) to become the first settler of Boston, will be reopened.

Mayor Curley's announcement was that he has requested the Fark Department to pipe the spring, and carry the water from it to a memorial fountain on the Common, or posite No. 50 the water from it to a memorial frontain on the Common, of posite Nr. 50 Beacon st, so that visitors may drink from the very fountain head, as it were, of Boston's greatness.

Of course, Boston as such was founded on spring water. Gov Winthrop was

ed on spring water. Gov Winthrop was settling at Mishawum, or Charlestown, setting at Misnawum, or Charlestown, and one great drawback to residence there was the lack of drinking water.. There was only one spring in the dis-

trict, and that gushed forth below the high-water mark, on the salt marsh. The settlers could draw water only at low tide, and it was brackish at that.

William Blackstone-Blaxton had come from Wessagussett, later Weymouth, and had settled on the westerly slope of Beacon Hill. He obtained a grant of considerable land there, and planted an orchard.

His "cottage" was, according to the histories of Boston, about where Pinckney st runs now, and the spring was, east of the house, and near to it. The books say it was about in the center of Louisburg so

books say it was about in the center of Louisburg sq.

It is interesting to remember that this was not the spring which drew Gov Winthrop across the river, bringing the frame of his pro 'ed house with him. That spring was what was called the "great spring." and "was in what is still called Spring lane.

The confusion and controv "sy about the Beacon Hill spring probably arises from the belief of many readers of the newspaper accounts that because the memorial is to be on the Common, it

memorial is to be on the Common, it follows that the spring was there; that because Commissioner Long says the Park Department had for years been trying to stop the flow of the spring, which has overcome all efforts to bury it under a flowerbed, that it was on the Common.

There are no flower beds on the

was on the Common.

There are no flower beds on the Common, but there are flower beds in Louisburg sq. All that the explanation means is that the pipe will have

WILL USE PLANTS TO REPRODUCE OLD BOSTON

Visitors to Boston this Summer to the tercentenary will have an opportunity to view special efforts of the tunity to view special efforts of the planting experts of the Park Commission. Yesterday the Mayor sent instructions to Chairman Long to arrange in connection with the tercentenary to reproduce in the Park Department plot at Copley sq a facsimile of Old Boston in plants. It will be carpet bedding and will require 10,000 plants.

Mayor Curley also directed the Park Mayor Curley also directed the Park Commission to place on the Public Garden during conventions of the American Legion, American Federa-tion of Labor, Knights of Columbus and the colored Elks insignia of these organizations in plants.

MRS COLIN W. MacDONALD TO PLAN FOR ELECTION COMMISSIONER TERCENTEN

Takes Oath of Office Today, and the Second Woman To Hold Such a Position



Mrs Colin W. MacDonald signing the oath book after being sworn in as Election Commissioner. E. F. McLaughlin of city clerk's office

During the next 14 months of the Curley administration the enrolled wemen voters of Boston can have not the slightest ground for complaint that their sex is not adequately represented on the Election Commission, because at least in that time two of the city's four Election Commissioners will be

When City Clerk Wilfred J. Doyle swore in Mrs Colin W. (Helen A.) Mac-Donald of Roxbury to one of these \$6000 posts, this forenoon, this became the fact for the first time in civic his-

Indeed the complaint, if any, on this score in future may come from the men folk, because Mrs MacDonald Democrat, and Mrs Nina M. Gevalt of West Roxbury, Republican Election Commissioner, whose term will expire March 31, 1931, represent upon the commission the 127,278 enrolled women voters of Boston, whereas the 152,035 enrolled male voters are represented by Chairman Frank Seiberlich, Republican, of Jamaica Plain, and Commissioner James H. Mulvey, Democrat, Roxbury. Indeed the complaint, if any, on this

Half an hour after the new Election Commissioner reached her desk in the department, after taking the oath of office, baskets of flowers and congratulatory messages began to pour in upon her. Mrs Gevalt took her sister Election Commissioner upon an introductory tour of the department, and later both women lunched together, at which time Mrs Gevalt imparted more inside information about the position from a woman's point of view.

Mrs MacDonald brings to her new post a broad common sense and a wide familiarity with things political, which have interested her since her girlhood. Now a staunch Wilsonian Democrat, Mrs MacDonald was the daughter of Frank Crosby, a leading Roxbury Republican a generation ago. Like Mrs Gevalt she has raised a family of children. Half an hour after the new Election

TERCENTENARY

Ex-Mayor Fitzgerald Heads Boston Committee

Hon John F. Fitzgerald, formerly Mayor and authority on Boston of the present and early days, has been named chairman of the city of Boston named chairman of the city of Boston tercentenary committee. Mrs James M. Curley, wife of the Mayor, is a vice chairman. Other vice chairmen are Gen F. H. Appleton of Boston and Ipswich, lineal descendant of the first settlers and whose home at Ipswich is on the original grant; and Frederic Winthrop, lineal descendant of Gov Winthrop.

The first meeting of the committee will be held at the Old South Meeting House at 2:30 o'clock tomorrow. Mayor

House at 2:30 o'clock tomorrow. Mayor Curley will introduce the chairman, Ex-Mayor John F. Fitzgerald.

Ex-Mayor John F. Fitzgerald.

The executive committee follows: Frank C. Brown, chairman; Miss Elizabeth M. Herlihy, William C. Crawford, Joseph A. F. O'Neil. Miss Mary A. Barr, Frank S. Davis, Edmund L. Dolan, Gleason L. Archer, Carl W. Johansson, Arthur L. Race, Thomas F. Lockney, Mrs Eya Whiting White, Col Percy A. Guthrie, Gen Richard K. Hale, Carl Dreyfus, James W. Regr Hale, Carl Dreyfus, James W. Rear-

SECRETARY FOR INDUSTRIAL AND PUBLICITY BUREAUS

Two appointments were made yesterday by Mayor Culey in his plan to get started the Industrial, Commercial and Publicity Commission. He named John T. Scully, 20 Pemberton sq. secretary of the Massachusetts Real Estate Exchange as directors of the Massachusetts. retary of the Massachusetts Real Estate Exchange, as director of the city of Boston Industrial Bureau; at a sal ary of \$5000 per year, and attorney Thomas Mullen, 15 Congress st, as director of the city of Boston Publicity Bureau, at a salary of \$5000 per year, Mr Mullen formerly was secretary to Ex-Mayor Josiah Quincy. The ap-

Ex-Mayor Josiah Quincy. The appointments become effective tomorrow.

CITY TO GIVE WORK TO 50 GARDEN LABORERS

Mayor James M. Curley announced today that the Civil Service Commistoday that the Civil Service Commission had certified 50 garden laborers from the eligible list and they will be put to work by Commissioner Long in the Park Department at \$5 a day for three menths. POST /31/30

CITY HALL NOTES

Following a conference with a group of West End leaders interested in the woosed Charles River Rasin improvements and the establishment of a bathing beach at the end of Brighton street, Mayor Curley late yesterday agreed to submit a brief to Governor Allen and the State Department of Public Works, seeking to obtain the necessary land necessary land.

Fifty war veterans were picked from Fifty war veterans were picked from the civil service list yesterday by Mayor Curley to work for three months at \$5 a day, clearing the Franklin Park wilderness in preparation for the ter-

centenary celebration visitors this year, The Mayor also ordered the Park Commission to make preparations for planting the Copley square park with flowers which will picture the map of old Boston, and to reserve a place in the Public Garden for planting flowers in a design revealing the insignia of the organizations which will hold their national conventions here in 1930.

THE BLAXTON SPRING

The suggestion that the water from William Blaxton's spring be pumped to the memorial planned for the Beacon street edge of the Common is an interesting one but there is sure to be a controversy over the focation of the spring. When Blaxton was the solitary inhabitant of what is now Boston, he had an abundance of fresh water. The spring which induced him to build on the slope of Beacon Hill has been variously located, near the present corner of Beacon and Charles streets, at Louisburg square, and in other places. The "excellent spring" which he held out as an inducement to Winthrop and his company, who did not find enough water in Charlestown, was presumably the large one which gave a name to Spring lane, off Washington street between Milk and Water streets.

No one can be sure where Blaxton's spring, near his house, was but any spring that is tapped in the neighborhood would be one that he knew. That would be enough to give considerable sentiment to any flow of water on the hill.

RECORD/31/30

FITZGERALD IS HUB'S LEADER OF CENTENARY

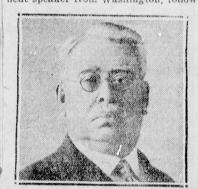
Ex-Mayor John F. Fitzgerald yes Senator Ward Points to terday was appointed by Mayor Curley to be chairman of the Bos ton Tercentenary Committee.

Mr. Fitzgerald will head a board At a hearing today before the Legof more than 300 men and womerislative Committee on Cities, Senator who will plan and direct Boston's Michael J. Ward of Roxbury critishare in the observance of the ised the Boston Finance Commission, 300th anniversary of the settlemen stating that it had cost about \$50,000 of the colony. of the colony.

Vice-chairmen already appointed a year and had not saved the city a are the mayor's wife, Mrs. Jamescent. The committee had before it a M. Curley, Gen. F. H. Appleton anceptition of John M. Macauley of Re-Frederick Winthrop This com-vere for the appointment by the Govmittee formed by Mayor Curleysrnor of a Finance Comm' slon for during his last administration another city.

DORCHESTER BOARD OF

nent speaker from Washington, follow-



The committee consists of Patrick J. record. Connelly, chairman; Charles D. M. A fiery reply to the petitioner was Bisnop, president; E. J. Desmond, Wil. made by City Councilor Louis B. Glix. Connelly, chairman, Charles D. M. Bisnop, president; E. J. Desmond, William Doyle, E. Wallace Coyle, Alfred J. L. Ford, John J. Dailey, James G. Gillespie, John H. Dorsey, Francis J. Present administration, he challenged O'Brien, John J. Clark, N. Withrop Mr McCauley to be more specific. "Re. Robinson, J. J. Dempsey, Charles aug vere is getting along without any giero, A. Piotti, J. Louis Taylor, William G. Henry, John J. Meade, Robert Gardner Wilson, John McMahon and Joseph Pollak.

The Legislative committee reported eave to withdraw this afternoon on the bills for the establishment of a Finance Commission and a Police Commission for the city of Revere.

GLOBE /30/30 PM

FIN. COM. FOR REVERE HIT

Boston Body

during his last administration and hat city, abolished by Mayor Nichols, was Mr Macauley was arguing for his revived as soon as Mayor Curleyelll when Senator Ward interrupted took office.

The first meeting of the commit as is proposed would be unable to tee will take place today at 2:30 remedy conditions. Said he, "The Bosin the Old South Meeting House, until a public official has made a mission that the place to the same that the place to ton Finance Commission always waits until a public official has made a mis-CHESTER BOARD OF
TRADE TO HAVE DINNER

18th annual dinner of the Dorstate, or an appropriation has been passed. By the time the commission passed money to investigate the case, the grafting proposition has been carried out and it is too late to recover any of the money spent."

The Senator later secured permission to clarify this expressed that the commission to clarify the commission to clarify this expressed that the commission to clarify the commission to commission to commission to commission to commission the case of the commission to commission to

The 18th annual dinner of the Dor-chester Board of Trade will be held in that he did not regard Frank A. Goodthe Copley-Plaza Hotel, Copley sq. win, present chairman of the Boston Feb 25, at 6 p m.

An address will be given by a prominant follow. Washington follow. to be successful, it will be due to his lirection."

Mr Macauley opened the hearing by oiting the fact that Revere had the nighest tax rate of any city in the State, \$38.40. He charged the present Revere city solicitor with paying out public money in claims which had not been upheld by the district or appellate courts of the State. Despite the State law, he declared, the audit of city finances for last year had never been made public.

"I also say that the City Government is spending the taxpayers' money illegally," he continued. "Our people are poor, the taxes high and no new industries are coming in. Yet the offi-

JOHN J. DAILEY
Associate Secretary
ing out the suggestion made by Secretary of Commerce Robert P. Lamont that the business men of every community gather together at a public function to stimulate and encourage business prosperity.

Invitations have been extended to Gov Allen, Mayor James M. Curley, Mayor Richard M. Russell of Cambridge and Mayor Thomas J. McGrath of Quincy.

There will be vaudeville, music and distribution of novelties and favors.

The committee consists of Patrick J.

SCULLY HEADS CITY INDUSTRIAL BUREAU

Thomas Mullen Director of Publicity Body

Latter Was Fitzgerald Appointee, Had Tilt With Mayor Hibbard

Mayor Curley yesterday appointed John T. Scully, secretary of the Massachusetts Real Estate Exchange, as director of the new City of Boston



THOMAS A. MULLEN Appointed Director Boston Publicity Bureau

Industrial Bureau, and Thomas A. Mullen, an attorney of 15 Congress st, as director of the City of Boston Publicity Bureau, Mr Scully and Mr Mullen will each receive \$5000 a year.

Mr Mullen was secretary to Mayor Josiah Quincy during his administration at City Hall, and in 1906 Mayor John F. Fitzgerald appointed him a Schoolhouse Commissioner, to succeed Joseph J. Corbett.

Joseph J. Corbett.

When Mayor Hibbard went into office he made it known that he would be pleased to accept Mr Mullen's resignation and he got it but with the resignation went an extremely caustic

"I do not wish to tempt you," said Mr Mullen, "to make another indefensible removal in the cowardly and lying form involved in the phrase for the good of the service."

Mr Mullen is a native of Boston, a graduate of the Lawrence School, South Boston, and the Boston Latin School. He was graduated from Harvard University in 1884 and the Harvard Law School. During his college course and for some time afterwards he was a teacher in the Boston Latin School.

Mr Scully was born in East Cambridge, but when he was a small boy his family moved to Brighton. He attended the Brighton School and later took a course in civil engineering at the Massachusetts Institute of Technology. His wife was Miss Katharine Kelliher of Nenouset.

TEMPORARY CITY APPOINTMENTS MADE

Balfe Registrar, Hurley Works Commissioner

Hultman and O'Callaghan in Acting Positions, Pending Decision

Mayor Curley made some temporary appointments yesterday to fill vacancies caused by retirement of veterans whose successors have not yet been confirmed by the Civil Service Commission.

James P. Balfe, a trustee in the statistics department, was named acting city registrar, replacing Edward W. McGlenen, who retired. Chairman Thomas J. Hurley became acting Commissioner of Public Works because of retirement of James H. Sullivan. of retirement of James H. Sullivan. Street Commissioner John J. O'Callaghan became an acting member of the Board of Appeal, and Building Commissioner Eugene C. Hultman was named acting Fire Commissioner. Mr O'Callaghan replaces John D. Marks, whose term expired.

MAYOR TO FILE BRIEF ON CITY-STATE LAND SWAP

The exchange of land owned near Castle Island by the City of Boston for land owned near Brighton st, West End, own d by the State, was dis-cussed at a conference yesterday between Mayor Curley and State offi-cials. The Mayor desires the Brighton-st land for a playground in connec-tion with the Charles River Basin improvement.

As a result of the conference the Mayor will file a brief on the matter with the State Department of Public Works and Gov Allen.

FITZGERALD TO PRESIDE AT TERCENTENARY SESSION

As newly-appointed chairman of the city of Boston tercentenary committee, Ex-Mayor John F. Fitzgerald will preside at the first meeting of the committee in the Old South Meeting House at 2:30 o'clock this afternoon. He will

at 2:30 o'clock this afternoon. He will be introduced by Mayor Curley.

Mrs James M. Curley, wife of the Mayor, is a vice chairman. Other vice chairmen are Gen F. H. Appleton of Boston and Ipswich, lineal descendant of the first settlers, whose home in Ipswich is on the original grant; and Frederick Winthrop, lineal descendant of Gov Winthrop.

The executive committee follows: Frank C. Brown, chairman: Miss Eliz-Frank C. Brown, chairman: Miss Eliz-Frank C. Brown, chairman: Miss Eliz-

The executive committee follows: Frank C. Brown, chairman; Miss Elizabeth M. Herlihy, William C. Crawford, Joseph A. F. O'Neil, Miss Mary A. Barr, Frank S. Davis, Edmund L. Dolan, Gleason L. Archer, Carl W. Johansson, Arthur L. Race, Thomas F. Lockney, Mrs Eva Whiting White, Col Percy A. Guthrie, Gen Richard K. Hale, Carl Preyfus, James W. Reardon.

THREE SITES CLAIMED FOR BLAXTON SPRING

Louisburg Sq Latest, Proposed for Fountain

Plan to Tap Stream Under Spring Lane Dropped for Health Reasons

Announcement was made yesterday that the water believed to have served Boston's earliest settler, William Blaxton, for drinking and all other household purposes 300 years ago, still seeps up into a flower-bed in Louisburg sq, near where his dwelling is supposed to have stood.

From there, it is stated, pipes are to be laid by order of Mayor Curley to a point in the Common about opposite 50 Beacon st, where a fountain will be placed to enable visitors to the city during the tercentenary observances to quaff patriotic inspiration from it.

The alleged Louisburg-sq spring is the third reputed by local historians to have been used by Blaxton.

One of the other two was said a generation or more ago to be in the cellar of a house a little east of Louisburg sq on Mt Vernon st. The second was said to have been near the east corner of Mt Vernon st and Charles st, till banished about 125 years ago when that region was first built upon.

All that is known as to the site of Blaxton's dwelling is that it was some-

where within the region bounded roughly by Beacon at, Walnut st, the east side of Louisburg sq, Pinckney st and Charles st.

and Charles st.

A score or more years ago a proposal that the water of the historic spring in Spring lane, kept under ground for the last 80 years or so, be brought to the surface again for the benefit of thirsty wayfarers craving cold drink without cost was rejected on a suggestion by the health authorion a suggestion by the health authorities that there would be danger of spring water in a thickly-settled city being contaminated.

TRAVELER /31/30 HAFFENREFFER IS INNES SUCCESSOR

Mayor Curley today appointed Thendore C. Haffenreffer of 21 Brookside avenue, Jamaica Plain, a park commissioner in place of Charles H. Innes, whose resignation, voluntarily submitted, was accepted.

Haffenreffer was the choice of the German-American organizations of the German-American organizations of the city. The resignation of Innes, following that of his son, Charles J. Innes, as an assistant corporation counsel, eliminates the official connection of the Innes family from the city departments. HERALD /31/30

FORMER MAYOR **DISPUTES ALLEN**

'Business Is Good' Claim Of Governor Criticized By John F. Fitzgerald

POINTS TO IDLENESS IN BUILDING TRADES

Gov. Allen's recent statement that business conditions are good was the target of former Mayor John F. Fitzgerald last night in a speech before the ladies auxiliary, A. O. H., ef Roxbury, in which he said that present business conditions are very bad and that half the building trades workmen are job-

He suggested that the Governor can help the situation by asking the banks to devote part of their resources to loans for building purposes. Mr. Fitzgerald said:

I was surprised to read that Gov. Allen said business conditions in Massachusetts are as fine as they

have ever been.

If the Governor has any such idea as this he had better get acquainted with conditions in and about Massachusetts and he will find that they are very serious in many places. This is particularly true of the building industry where, according to recent reports, more than half of the skilled and un-

skilled labor is without work.

In many of the factory establishments throughout the state business is at a low ebb.

It is undoubtedly true that there are more men and women loafing at the present time than at any period in recent years.

It has been almost impossible to borrow money for the building of the ordinary home in any of the savings banks, trust companies or national banks in Massachusetts for the last two years. This is a pretty serious situation, particularly when the savings banks alone hold about \$2,000,000,000 of deposits—money owned largely by wage-earners and

the working classes.

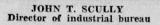
If the banking fraternity would adopt the right attitude in regard adopt the right attitude in regard to loaning money for building operations there would be a wonderful change in this state within the next six months. Instead of one-half the building labor being idle, employment would be found for nearly everybody in this trade.

Here is where the Governor of this commonwealth can take the

Here is where the Governor of this commonwealth can take the leadership in a movement that not only will provide employment but will assist people of moderate means in owning their own homes.

ASSUME MUNICIPAL DUTIES TODAY







THOMAS A. MULLEN Director of publicity bureau

Scully and Mullen Head City's Industrial and Publicity Bureaus

John T. Scully, executive secretary when he was named by Mayor Fitznd director of the Massachusetts real
gerald to head the builders' examiners'
board. During the war he served at
Charleston, S. C., and at Chester, Pa.,
in charge of construction of wharves and director of the Massachusetts real estate exchange, today will assume his new duties as director of the city's industrial bureau. He was appointed yesterday by Mayor Curley and will draw a salary of \$5000 annually. This office was given a new lease of life by the mayor as under the previous administration it was merged with two other offices.

Mayor Curley also named Thomas A.

Mullen director of the municipal publicity bureau at a salary of \$5000 a
year. He also will take office today.

Mr. Mullen is a native of South Bos-

ton and his entire education has been received in institutions of Greater Bos-ton. He was graduated from Boston Latin school and matriculated at Harthat have the received his degree in 1884. After his graduation from Harvard Law school in 1885 he returned to Boston Latin school as a member of the faculty.

Under Mayor Fitzgerald he served as schoolhouse commissioner. He was chairman of the committee on Americanization and chairman of the committee on unemployment under Mayor Peters. Mayor Josiah Quincy employed him as his private secretary.

Mr. Scully first held municipal office most to aid in bringing it here.'

and housing.

Since then he has served as secre-tary of the Cambridge Union, of which Prof. Joseph H. Beale is president; president of the Faneuil Improvement

president of the Faneuil Improvement Association and secretary of Cambridge Chamber of Commerce.

In 1904 he married Miss Catherine Byrne of New York. There are five children, three boys and two girls. The home is at 174 Bay State road.

In an informal statement as to poll-

In an informal statement as to policies which he intends to pursue, Mr. Scully said that he will do much travelling to induce firms to locate in Boston. "That is principally my job," he said, "but we do not expect to limit our vision by the corporate boundaries of the city. If we can help any part of what is Greater Boston we shall expend much time to aid those communities which might be benefitted as well as Boston. We feel that each section around us is important to the well being of the city, so that if a firm desires to locate around Boston but cannot see its way to come within the confines of the city we shall do our ut most to aid in bringing it here."

HERALD /31/30

Fitzgerald Heads Tercentenary **Body**; Democrats Deny Any Friction

Democratic leaders yesterday denied that the appointment of John F. Fitz- as yet formulated any plans for the nary committee will cause a rift in Democratic ranks.

Former Mayor Fitzgerald answered charges that he is accepting the post to further his campaign for the governorship by saying he refused the office when it was first offered him.

Members of the Democratic state committee said that all is harmony within the party and that Mayor Curley's appointment of the former mayor has no political significance.

Mr. Fitzgerald will be presented to the 300 members of the Boston tercentenary committee at its first meeting in the Old South Church at 2:30 o'clock this afternoon.

I am glad that Mayor Curley is stirring up some action over the tercentering up some action over the tercente-nary," the former mayor said last night. "There has been a woeful lack of in-terest throughout the state and it is up to all of us to prepare a suitable program in memory of the founders of the commonwealth and for the thousands who will come to Massachusetts this year."

celebration in Boston, but that the committee will start work on the program at once.

As he did four years ago, Mayor Curley named his wife, Mrs. Mary E. Curley, one of the vice-chairmen of the committee. The others are Gen. Francis H. Appleton and Frederic Winthrop, a lineal descendant of Gov. John Win-

Near the close of his previous administration in 1925, Mayor Curley named a tercentenary committee of 350, of which the late Col. William A. Gasten was chairman.

ten was chairman.

I'i addition to the executives announced, Mayor Curley made known that the presonnel of the executive committee of which Frank C. Brown is Chairman. The other members are Mass Elizabeth M. Herliny, William C. Grawford, Joseph A. F. O'Neil, Miss mund L. Dolan, Gleason L. Archer, Carl W. Johansson, Arthur L. Race, Thomas F. Lockney, Mrs. Eva Whiting White, Col. Percy A. Guthrie, Gen. Richard K. Hale, Carl Dreyfus and James W. Reardon.

CURLEY NAMES THREE · ACTING DEPT. HEADS

Retirements of Veteran Officials Force Action

Retirements of veteran city officials, whose successors have not yet been confirmed by the civil service commission, forced Mayor Curley, yesterday, to designate acting heads of three municipal departments and to make a temporary appointment to the board of appeal.

James P. Balfe, a trustee of the sta-

tistical department, was named acting city registrar to relace Edward W. Mc-Glenen, whose retirement on a pension, becomes effective tonight. Chairman Thomas J. Hurley of the street commission was designated acting commissioner of public works because of the re-tirement of James H. Sullivan.

Building Commissioner Eugene C.

Building Commissioner Eugene C. Hultman was named acting fire com-missioner and Street Commissioner John J. O'Callaghan was appointed an acting member of the board of appeal to take the place of John D. Marks whose term

WILL SUBMIT BRIEF TO ACQUIRE STATE LAND

Mayor Seeks Brighton Street Tract For Recreation Park

Mayor Curley will submit a brief to

Mayor Curley will submit a brief to the state department of public works and to Gov. Allen, in which he will set forth reasons why the commonwealth should exchange state-owned land on Brighton street for city-owned land adjoining Castle island in South Boston. The city wants the Brighton street tract to convert it into a recreation park and the mayor is willing to swap the city tract for it. The exchange was discussed at a conference in the mayor's office yesterday with representatives of the department of public works and the park commission and the mayor accepted a suggestion to file a brief.

WOMEN DRYS ASK LIGGETT OUSTED FROM COMMITTEE

Resolutions advocating the teaching the value of total abstinence, necessity of keeping saloons closed and

necessity of keeping saloons closed and expressing the hope that the voters of Massachusetts will not repeal the Baby Volstead act were passed by a group of women identified with various dry organizations at a meeting at the Women's City Club yesterday.

The resolutions urged all Republican women "loyal to the program of President Hoover to ask for the resignation of Louis K. Liggett, national Republican committeeman, on the ground that he is out of sympathy with the party and its President" and "that we instruct our audience never to support instruct our audience never to support any candidate who favors the repeal of the 18th amendment or the State prohibition enforcement law."

The repeal of the State prohibition The repeal of the State prohibition law, the resolutions say, is a very real step toward the return of the saloon or its equivalent. Mayor Curley is called upon by the resolutions "to make his Greater Boston a dry Boston" and Amos Taylor, chairman of the Republican State Committee, is asked to urge all local Republican.

BUBBLE BLOWING LAID TO FIN. COM.

Sen. Ward Queries Value Of Similar Body Sought For Revere

EXEMPTS GOODWIN IN HIS STRICTURES

"Bubble-blowing" was a term used by Senator Michael J. Ward of Roxbury yesterday, alluding to the investigations yesterday, alluding to the investigations of the Boston finance commission, at a hearing before the committee on cities, of which he is a member. He took occasion later to clarify his remark by saying that he did not regard Frank A. Goodwin, present chairman of the commission, as a "bubble-blower," and said "if the commission is ever to be successful it will be due to his direction."

The measure under consideration was a petition of John M. Macauley for appointment by the Governor of a finance commission for the city of

finance commission for the city of Revere.

While the petitioner, who was formerly commissioner of public welfare of Revere, was citing instances of alleged financial mismanagement by the Revere city government, Senator Ward asked him if he thought that the Boston finance commission had been a success, and replying to his own question said:

"The commission has cost the city of Boston \$50,000 a year but has never saved the taxpayers a cent..

Among Macauley's charges were that Revere has the highest tax rate of any city in the state, \$38.40; that the present city solicitor had paid out public money in claims that had not been upheld by district or appelate courts and that the audit of city finances for last year. despite state law, had never been made public.

Sen. Ward told the seekers for a police board for Revere, who were sim-

made public.

Sen. Ward told the seekers for a police board for Revere, who were supporting their petition, that the measure would not remedy the situation of which they complained.

"You have heard the story about Garrett and about the Boston police commission" he said. "The mayor of Boston has no control over the police department. If he had these conditions would not exist."

The conditions were referred to by Macaulay as "gambling on a scale comparable to Havana or Monte Carlo."

committees to stand by President

committees to stand by President Hoover by standing openly against the repeal of the Baby Volstead act.

Among those who signed the resolutions "personally, not officially," were:

Mary Victor F. Miller, Dresident King's Mary Volstead act.

May Victor F. Miller, Dresident King's Mary Volstead and Standard St

POST 1/31/30

FITZGERALD HEAD OF TERCENTENARY

Former Mayor Named by Curley to Lead Boston Committee in Arranging Celebration

Mayor Curley will launch his programme for the celebration of the tercentenary of the founding of Boston at the Old South Meeting House at 2:30 o'clock this afternoon, when he will present to the 350 representative leaders, who have accepted places on the committee, their chairman, former Mayor John F. Fitzgerald.

"NOT POLITICAL"

Although the work of the committee will keep him out in the spotlight in his campaign for the governorship and the chief event of the celebration will be held sept 17 within a four days of the held Sept. 17, within a few days of the State primary, Chairman Fitzgerald last night scoffed at the thought that his appointment had any political signifi-

"The appointment as chairman by "The appointment as chairman by Mayor Curley came as a complete surprise to me," said the former Mayor and present gubernatorial candidate at his Dorchester home last night, while preparing to start out on a round of speeches at various meetings in the

metropolitan area.

"I was not keen about it, and I asked
"I was not keen about it, and I asked the Mayor to give me 48 hours to think it over before I accepted it. I guess that proves that there is nothing in the

that proves that there is nothing in the talk about the appointment being granted for political adwintage," argued former Mayor Fitzgerald.

He recalled that he was a member of the Mayor's Tercentenary committee five years ago, but it was dropped by Mayor Nichols. "I think it is commendable of Mayor Curley to start action on this celebration right away."

Like the Old Home Week which he staged in 1907, Chairman Fitzgerald declared that the Tercentenary celebration will bring the former and present residents of Boston together once again for the advancement of the industries of New England, not excepting the railroads, hotels and vacation resorts.

Roston at its Best

Boston at Its Best

This time, he said, they will have a great event to celebrate, the founding of civil government in America. And before the committee completes its task, fore the committee completes its task, every child will know the contribution of Boston to the nation and the world.

"Boston will be at its best and we will have a bigger, better and busier city when it is over," said the former Mayor.

He declared that it will furnish a Mayor.

He declared that it will furnish a fine opportunity to build up New England by interesting the millions of visitand by interesting the millions of visitand by interesting the millions of the country tors from every section of the country.

who are expected to come here for the tercentenary, "It will be the busiest summer and fall we have ever had," To advertise Boston all over the world he promised.

and induce industries to come here, and induce industries to come here, Mayor Curley yesterday re-created the commercial, industrial and publicity bureau, appointing Secretary John T. Scully of the Massachusetts Real Estate Exchange as director of the industrial bureau, and Attorney Thomas A. Mullen, former secretary to the late Mayor Josiah Quincy, as director of publicity, each to receive \$5000 a year.

Mrs. Curley Vice-Chairman

In appointing the tercentenary In appointing the tercentenary committee, the Mayor again named his sick wife, Mrs. James M. Curley, as vice-chairman. The other vice-chairmen appointed were General F. H. Appleton and Frederic Winthrop.

To the executive committee of the tercentenary celebration the Mayor named Chairman Frank C. Brown, Miss named Chairman Frank C. Brown, Miss Elisabeth M. Herlihy of the City Planning Board, William C. Crawford, Joseph A. F. O'Neil, Miss Mary A. Barr, Frank S. Davis, director of the maritime bureau of the Chamber of Commerce, Acting City Treasurer Edcommerce, Acting City Treasurer Edmund L. Dolan. Dean Gleason L. Archer of Suffolk Law School, Carl W. Johansson, Arthur L. Race, Thomas F. Lockney, Mrs. Eva Whiting White, Colonel Percy A. Guthrie, General Richard K. Hale, Carl Dreyfus and James W. Reardon.

Reardon.
The feature event of the celebration will be held Sept. 17, the 300th anniversary of the founding of Boston by Governor Winthrop and his company of Puritans. The committee will also plan double celebrations on the national belidary with the concernation of the holidays with the co-operation of the State and federal governments.

CONG. M'CORMACK FOR CURLEY PLAN

WASHINGTON, Jan. 31 (UP)—Organization of a New England bloc in Congress to combat the farm bloc already functioning was advocated today by Representative McCormack, Democrat, Massachusetts, in a letter to Mayor, Curley of Boston.

CITY HEADS TO TAKE ON DOUBLE JOBS

Extra Duties Until the New Men Are Confirmed

Because the State Civil Service Commission has not yet confirmed his appointments of department heads, Mayor Curley last night ordered four members of his official cabinet to perform double duties at single salaries, so that he can launch his municipal programme.

MUST DOUBLE UP

Chairman Thomas J. Hurley of the Board of Street Commissioners, was delegated to serve as acting Public Works Commissioner, beginning tonight, when James H. Sullivan retires and continuing until the appointment of former Public Works Commissioner Joseph A. Rourke is confirmed by the

State board.

From the street board the Mayor also selected Commissioner John J. O'Callagban to become acting member of the board of appeal in the building departance. ment, to fill the vacancy caused by the resignation of John D. Marks. The latter's commission also expired on the Board of Election Commissioners yesterday, when Mrs. Colin W. Macdonald, of Roxbury, was sworn in as a member of the election board, being the first Democratic woman leader to hold that post.

Building Commissioner Eugene C.
Hultman was delegated by the Mayor
to serve as acting fire commissioner,
pending action by the Civil Service
Commission on the appointment of former State Senator Edward F. McLaugh-

The fourth member of the cabinet to be ordered to double service was Chairman James P. Balfe of the city statistics trustees, to take over the duties of City Registrar Edward W. McGlenen, whose retirement becomes effective at the close of business today.

It was reported that Penal Institutions Commissioner Philip A. Chapman, was likely to be ordered today to take over the duties of Institutions Commissioner William S. Kinney, pending final action on the Mayor's nomination of former State Senator James E. Maguire, of East Boston, by the State board.

POST 1/31/30

FIRMLY AGAINST JOINING BOSTON

Citizens of Cities, Towns in Metropolitan Area Strongly Opposed to Any Kind of Union

Expressing the same sentiment as was found in the other large com- in the cit munities in the metropolitan area, the majority of the citizens of Lynn who were interviewed yesterday on the project of joining their city with Boston in some way toward making one large municipality, turned down the project.

OPPOSE JOINING BOSTON

Of the 94 residents of the Shoe City whose opinions were sought by a Post reporter, 75 were opposed to any form of a merger while 19 said they would like to see their city joined with Boston in some way.

In the other cities and towns in the district where opinions were sought yesterday-Melrose, Weymouth, Everyesterday—Melrose, Weymouth, Everett, Wellesley, Dedham, Winchester, Hingham and Swampscott—the prevalling expressed sentiment was against any affiliation with Boston. In Woburn it was found that 43 citizens were in favor of some sort of a merger with Boston while II said they were opposed. Several new reasons both for and against the plans to bring the cities against the plans to bring the cities and towns in the Metropolitan area together were expressed by citizens of Bellevue road, referred to Chicago and said that when a city is small it is easy to keep tabs on what is going on while in a large city it is not always possible to "keep an eye on the Mayor and city government" and city government.

Prefers Shoes to Beans

James P. McArdle of 12 Robinson street, favored the grouping of fire and police departments along the lines of the Metropolitan District Commission. Miss Cecile Berube of 42 Woodlawn street, asserted that Boston was identi-fled as a "bean town" and she preferred to have Lynn continued to be known as "Shoe City."

In Everett it was found that 50 residents were against any form of a union with Boston while 21 said they believed civic co-operation with Boston would prove beneficial to the city. The comment made by Emmet Lally of 716 Broadway was: "I would rather

be a big frog in a little pond, than a little frog in a big pond. Although taxes might be lowered, the difference in the tax rate will be worth paying to prevent Everett from losing its individuality."

An opposite view was expressed by Jack Davis, a Glendale square business

man, who said that Everett, under the guidance of Boston would be built up, and new industries would be established

Wellesley Opinion

Only four residents of Wellesley endorsed any form of affiliation, while 36 people of that town said they were opposed to the proposition. What appeared to be the general feeling of this community was expressed by R. H. Case of 9 Ingraham road, who stated:

"Wellesley is just a little residential town and I feel it wants to stay that way. It's awfully hard for the people here to see how they would be helped in merging with Boston in any way. The town has a \$20 tax rate and fine fire and police protection. Since 1950 the town has grown 200 per cent and I should say that about half of these people moved to Wellesley because they wanted to get away from the city. Some of the old-timers have moved far-

ther out to get more room."

In Melrose it was found that 49 citizens were flatly opposed to any form of merger of their city with Boston. of merger of their city with Boston, and only three could see the value of such a plan. Here the concensus of opinion was that the tax rate of the city would be increased. S. B. Dickle of 70 Foster street said: "Certainly, I am opposed to Melrose joining with Boston. We are better off, in a business way now then we would be if ness way, now, than we would be if the plan should go through."

Weymouth Opposed

In Weymouth it was found that 76 were opposed to uniting with Boston in any way while seven expressed the idea that some benefit might come to the town through a common control of the fire and police systems. Mrs. William J. Burke of 488 Pleasant street, South Weymouth, said, "Everything is satisfactory down here as it is. Wey-mouth is a nice little town and I be-lieve that it is better off alone."

Filteo DiTullio of Standish road, North Weymouth, said he rather favored some form of annexation to Boston. "It would probably result in a reduced transportation fare and therefore

more people for Weymouth," he stated. No support for any form of affiliation of Hingham with Boston could be located in the south shore community. There were 79 residents of Hingham who recorded themselves as opposed to any such plan. John Town of Main street, Hingham, said that he believed street. Hingham, said that he believed the completion of such a plan would cause a higher tax rate in the town and would offer the citizens no material advantage. Henry Vahn of Hingham Centre said: "Most emphatically, 'No.' Hingham is a historical town and would never agree to say such conscillation."

Opposition in Dedham

In Dedham were 31 residents expressed themselves as opposed to joining Boston in any way against three who saw some value in the proposition, the question of county lines was brought up by several residents. They pointed out by several residents. They pointed that Dedham, though bordering directly in Boston, is the shire town of Norfolk County and here are located the county buildings which house the Probate Court, Registry of Deeds and Land Court, the Superior Court building and the Norfolk House of Correction and jail. It was stated that the other cities and towns in the county had con-tributed to the erection and maintenance of these buildings and would offer strenuous objection if they were taken over by Suffolk County.
In Woburn it was found that many

workers believed that industrial conditions would be improved in that city if it was affiliated with Boston in some way. They favored the project of one large city, believing that it would attract new business to the community and increase employment. Many mothers expressed the conviction that better school facilities would be afforded in the city if it were made a part of Bos-

Of the 43 residents recorded who themselves in favor of the plans, 22 of them qualified their answers to the en-dorsement of an affiliation with Boston by which the city would remain in control of its local representatives.

Of the 29 residents of Winchester who cared to express an opinion on the mat-ter, 24 were opposed to all forms of the plan and five said they believed there would be some advantage to Winches-ter in becoming a borough of the enlarged city.

They stated that Winchester has developed rapidly under its town government and it had attracted many new residents because of its present isola-tion from the more densely populaed sections of the metropolitan district.

In Swampscott 48 residents expressed themselves against any form of a merger, while seven declared that this north shore town would be improved by a union with Boston. Lee T. Gray, principal of the Swampscott High School, declared that in his judgment the matter of taxation and the form of government which would be decided upon would alove with host in the content. would play a vital part in the consideration of any merger.

If the town maintained its authority

and supervised its own departments, he said he was in favor of such a federation. He expressed his opposition to anything that resembled a complete annexation of Swampscott by Boston.

FINE

The choice of John F. Fitzgerald as head of the city's tercentenary committee is a splendid one. The former Mayor has the history and traditions of Boston at his finger tips. He is brimful of energy and ideas. Mr. Fitzgerald can be trusted to put over the tercentenary celebration in an impressive way.

AMERICAN /31/30

CURLEY NAMES FIVE TO CITY LAW BOARD AND REPLACES INNES

Two Colored Lawyers Among Appointees: Haffenreffer on Park Commission

The resignations of Park Commissioner Charles H. Innes, prominent Republican leader, and his son, Assistant Corporation Counsel

Counsel Edwin D. Gallagher, son of former U. S. Dist.-Atty. Daniel H. Gallagher, Mrs. Sadie Lipner Shulman, Vittorio Orlandini and City Conveyancer Ernest D. Cooke.

In their places the Mayor ap-pointed five prominent legal expointed five prominent legal experts, including two colored leaders, Julian D. Rainey, chairman of the colored division of the National Democratic committee, and James G. Wolff, leader of the Equal Rights League, and son of the past State commander of the Grand Army of the Republic.

The Manager of the Republic.

The Republic of the

LAWLER TO \$6000 JOB

selected by the Mayor for the \$6000 position as assistant counsel under Corporation Counsel Samuel Silverman.

place in the city law department, It is to be taken to China by one for the mayor selected Mrs. Mary A. of the party, who plans to make Costello, past secretary of the Masthe trip shortly, stopping at San Costello, past secretary of the Masthe trip sachusetts Association of Woman Francisco.

Lawyers, to serve at \$3500.

The final appointment was that Plain, prominent in activities of the Francisco. Boston Lodge of Elks and a mem-

ber of the bar for 25 years.

The place on the board of park commissioners vacated by Charles H. Innes was given by the mayor to Theodore C. Haffenreffer of Brookside ave., Jamaica Plain, subject to confirmation by the Civil Service Commission.

IN GERMAN SOCIETIES

Haffenreffer is a member of the leading German societies in the city and nation. He was long been associated with the brewing firm that

bears that name.

The mayor also announced that he had accepted the resignation of Ratshesky, chairman of the Tercentenary committee, who has been selected by President Hoover as U. S. Minister at Czechoslovakia. His place has been taken by former Mayor John F. Fitzgerald.

Criticism of Boston police for their frequent raids in Chinatown was expressed by Mayor Curley to-day to a delegation of prominent Chinese merchants who called at Charles J. Innes, were accepted to-day by Mayor Curley.

Other members of the Nichols cabinet to be given their walking papers were Assistant Corporation

Was expressed by Mayor Curley to-day to a delegation of prominent Chinese merchants who called at City Hall to extend New Year's greetings.

The delegation, made up for for-

The delegation, made up for for-mer "mayors" of Chinatown and business men controlling real estate and personal property valued at \$1,000,000, was under the guidance of Atty. Edward P. Barry, former lieutenant-governor.

"It is about time," said Mayor Curley, "that the police department

is robbed or a murder committed, the police department takes advan-President Henry E. Lawler of tage of the opportunity to make the Democratic city committee was gambling raids in Chinatown. The for the \$6000 practise ought to be stopped, and corporation I hope it will."

Curley Mayor autographed a amuel Silverman. copy of Boston's official year book
A woman will continue to hold a and presented it to the delegation.

The Mayor smiled and said: The final appointment was that "Show that to my good friend, of Charles E. Leonardi of Jamaica Jim Rolph," who is Mayor of San

CURLEY DECRIES RAIDING CHINESE

Tells Delegation They Do No Harm to Others

Prominent Chinese officials called upon Mayor Curley this morning in connection with their New Year's observance and the Mayor took occasion to express his disapproval of the police habit of raiding domino or fan tan games in Chinatown whenever there is a big robbery or holdup somewhere else in the city.

Mayor Curley declared that the Chinese residents should have the privilege of whatever enjoyment and pleasure can be derived from such games as they play. He declared he never knew the Chinese to do any harm to others.

Edward P. Barry introduced the delegation, and told Mayor Curley that the delegation paid taxes on \$1,000,000 of real and personal property in the city. He told the gathering of an old-time Chinese friend who years ago was a member of the Tammany Club

All received autographed copies of the Boston Year Book, and one member about to go to China was told by Mayor Curley that if he would show the book to Mayor Rolph in San Fran-cisco the latter would "give him the city."

INNES RESIGNS FROM PARK COMMISSION

The resignation of Charles H. Innes from the Boston Park Commission was accepted, and today Mayor Curley appointed Theodore C. Haffenreffer of 21 Brookside av, Jamaica Plain, to the

Months of Festival

Friends Beyond the Hudson Should Be Told About Our Tercentenary

THE City of Boston will spend \$25,000 on this year's National Convention of the American Legion, \$10,000 in connection with the convention of the American Federation of Labor.

Our contribution to the observance of the Tercentenary of the Bay Colony, Mayor Curley has said, will be in excess of \$100,000.

Which means that you have not done your duty if you have not written to Aunt Florence, in Michigan, or Uncle Dan, in New Jersey, now is the time to tell THEM about New England's big year and remind them of promised visits.

Before he sailed for Europe, a few days ago, for a brief vacation, Professor Joseph H. Beale, of the Harvard Law School, sketched in outline the manner in which a party of visitors may spend an entertaining week here next Summer and, while scarcely skimming the surface of what Tercentenary will offer, make good use of every happy minute.

"On Sunday morning our visitors might attend church in Boston, take a boat ride down the harbor, visit Essex Institute, the House of the Seven Gables and other historic sites in Salem, go to Salem Willows, cross the Bay to Nantasket and spend the late afternoon on the beach.

"Monday may well be given to Boston, the 'old' city. "On Tuesday, our friends

"On Tuesday, our friends may visit Arlington, see at Belmont a reproduction of the old-time Town Meeting, witness at Concord a reproduction of the Battle at the Bridge, go out to the Wayside Inn, or take part in celebrations at Waltham and Watertown.

"Wednesday may invite them to Malden, Medford, Cambridge or Somerville, where late in June there will be a pageant on the Brooks estate in which 750 persons will take part and the orchestra will number 100.

"Thursday let us call North Shore day. Chelsea plans a reproduction of the Battle of Chelsea Creek. Beverly is completing arrangements for a parade. Gloucester and Rockport will be just themselves, which will please the visitor better than anything else could. Lynn, Saugus, Swampscott, Winthrop and Nahant have already celebrated their 300th birthday, but will be keeping open house."

Professor Beale did not attempt to cover Friday and Saturday, but he mentioned Newburyport's re-enactment of the visit of George Washington, Haverhill's dedication of a \$100,000 war memorial, and Quincy's celebration.

But why go on? The fact is that from the first day of June until early October the problem of our guests will not be to find entertainment but how to pick and choose from a super-abundance.

NAMES AIDES TO SILVERMAN

Curley Selects Two Colored Lawyers as Assistants to City Counsel

Five appointments to the staff of Corporation Counsel Samuel Silverman, to fill vacancies caused by the presentation, on demand, of as many resignations of assistant exporation counsel were announced by Mayor Curley today.

Of the five, two are colored lawyers and one is a woman. The recognition which the mayor gave to the colored voters of Boston is an act of appreciation of their support of his candidacy in the last election, which marked the first time that the colored voters, as a whole, have been active supporters of a Democratic candidate.

The new assistant corporation counsel are Henry E. Lawler, chairman of the Democratic city committee, whose resignation from that position is expected to be immediately announced: Julian D. Rainey of 6 Haley street, Roxbury: James G. Wolff of 36 Bayard street, Allston, both colored; Charles E. Leonardi of 19 Roseway street, Jamaica Plain, and Mrs Mary A. Costello of 52 Dustin street, Brighton.

Lawler, who has been an attorney

Lawier, who has been an attorney for 20 years will receive \$6000; Rainey, a lawyer for 11 years, and chairman of the colored division of the National Democratic committee, and national director in the Al Smith campaign, will receive \$5000.

Leonardi, a lawyer for 25 years will receive \$3500, the same compensation that will be paid to Mrs. Costello, who has been a member of the bar for 13 years, who is a past chief ranger of the M. C. O. F. and a former secretary of the Massachusetts Association of Woman Lawleys.

Wolff, who will be paid \$3500, is a graduate of the Harvard law school, prominent in colored fraternal organizations. He has been connected with the district attorney's efficient

tations. He has been connected with the district attorney's office.

The resignations of former Assistant Corporation Counsel Vittorio Orlandini. Sadie Lipner Shulman, Charles J. Inness, Tdwin G. Gallagher and Ernest D. Cocke were presented on demand of Counsel Silverman.

Signing \$25,000 A. L. Check



Mayor James M. Curley signing \$25,000 check for the American Legion convention in Boston next fall. From left to right, Carroll Swan, president of the 1930 national convention corporation of the American Legion; Dr. William H. Griffin, past state commander of the department of Massachusetts; Mayor Curley and John J. O'Connell, present state commander.

CURLEY LAUDS A. C. RATHESKY

Praises Service Rendered City by New Minister to Czechoslovakia

In recognition of the departure of A. C. Ratshesky from Boston to assume his post as United States minister to Czechoslovakia, Mayor Curley today sent him the following letter as an expression of his appreciation of his services to the city:

"In view of your departure shortly to assume your manifold duties as envoy extraordinary and minister plenipotentiary, representing the United States of America at Czechoslovakia, I have this day accepted your resignation, tendered by yourself as chairman of the Tercen-

by yourself as chairman of the Tercentenary committee.

"The city of Boston has been extremely fortunate in that you have at least conserved and prevented the squandering of such money as has been appropriated for a proper observance, and this is in keeping with the exceptional character of public service that you have given in every responsible po-sition to which you have been as-

sition to which your new field of activity you may be permitted to enjoy both health and happiness, and assure you of the good wishes of the sitizenship of Boston, and in extending these wishes I am simply giving expression to what I believe are the sentiments of all Boston citizens."

Curley Names New Law Dept. Aides Mayor Curley today approved the ap pointments made by Corporation Counse

Samuel Silverman as assistant corpora-tion counsel to fill vacancies due to resig-nations which had been directed.

TRAMECRIPT /31/30

First place in the list goes to Henry E Lawler of Jamaica Plain, chairman of the Democratic City Committee, and one of the most valuable of the mayor's assistants in the recent campaign, who will receive a salary of \$6000. The others are as follows:

Julian D. Rainey of 6 Haley street, Roxbury, chairman of the negro division of the National Democratic Committee and a national director of Governor Smith's campaign for President; salary,

Charles E. Leonardi of 19 Roseway street, Jamaica Plain, practicing attor-ney for twenty-five years: salary \$3500. Mrs. Mary A. Costello of 52 Dustin

street, Brighton, practicing attorney for thirteen years, past chief ranger of the Catholic Order of Feresters and former secretary of the Massachusetts Associa-tion of Women Lawyers; salary, \$3500. James G. Wolff of 36 Bayard street,

Allston, prominent in negro fraternal organizations, whose father was once State commander of the Grand Army; salary,

These appointments follow the resignations of Vittorio Orlandini, Sadie L. Shulman, Charles J. Innes and Edwin D. Gallagher, assistant corporation counsel,

and of Ernest D. Cooke, city conveyancer, Mayor Curley appointed Theodore C. Haffenreffer of 21 Brookside avenue, Jamaica Plain, to the position of park commissioner, vice Charles H. Innes, re-

LAWLER HEADS CITY LAW DEPT APPOINTMENT LIST

Two Colored Men Given Berths-Mrs Mary Costello Of Brighton Also Named

ceive \$6000 a year.

annually.

Mr Rainey has been a practicing attorney for 11 years, was chairman of the colored division of the national Democratic committee and national director in the Al Smith campaign.

Henry E. Lawler, 11 Eliot st, Jamaica Plain, chairman of the city ticed many years. He is prominent in Democratic committee and a practicing attorney for 20 years, headed the list of appointments in the City Law Lepartment by Corporation Counsel Samuel Silverman, made public today by Mayor Curley. Mr Lawler will retrict attorney's office.

Mrs Mary Costello, 52 Dustin st,

ceive \$6000 a year.

The Mayor also announced the acceptance of the resignations from the Law Department of Vittorio Orlandini, Sadie Lipner Shulman, Charles J. Innes and Edwin D. Gallagher, assistant corporation counsel, and Ernest D. Cooke, city conveyancer.

The colored voters of Boston strongly supported Mayor Curley in the last campaign and the new personnel of the City Law Depatment will include two of their race. Julian D. Rainey, Haley st, Roxbury, was appointed at \$5000 a year and James G. Wolff, 36 Bayard st, Brighton, received an appointment at \$3500 a year, She has been practicing attorney for 13 years, was born in Boston and was graduated from the Portia Law School in 1916 with LLB degree. She is a past high chief ranger of the M. C. O. F., the second woman elected to that position. She is a past secretary of the Massachustetts Association of Women Lawyers. The other appointment was that of Charles E. Leonardi, 19 Roseway st, Jamaica Plain, \$3500 annually. He is attorney for 25 years.

attorney for 25 years.

Chairman Fitzgerald

Mayor Curley makes a good selection in naming former Mayor John F. Fitzgerald as chairman of the Boston Tercentenary Committee. The time has come for an active campaign in behalf of a suitable observance by the city. Under the leadership of Mr. Fitzgerald it goes without saying that the campaign will be active. More than that, it will doubtless be made one of the sources of current interest and enjoyment. That also is fortunate. It is time for effort to awaken the public to the need of getting busy if Boston's participation in the Statewide observances of the tercentenary year is to be creditable to the city. There should be a keen realization on the part of the people that enthusiastic support on their part will greatly aid those who are charged with the actual work of arranging and carrying out the programs. Mr. Fitzgerald may be relied upon to see that the public knows.

Mr. Fitzgerald will bring to his task more than the energy and enthusiasm he might be expected to show in any public work. It will be for him a congenial undertaking. His interest in the history of Boston town has always been keen, and it has found expression in practical accomplishment. As a congressman, he exerted his influence to have the frigate Constitution returned here at a time when her fate was in doubt. During his service as mayor, he took steps which resulted in transforming the Old State House from its low estate as a building used for commercial purposes to its present place of honor as a memorial to the storied past. He knows and appreciates the story of Boston from its beginning. His work as chairman of the committee will be a labor of love.

That arrangements for the Boston observance are not further advanced is to be accounted for by the fact that the change in the city administration came at the beginning of the tercentenary year. It was obviously out of the question for Mayor Nichols in the closing months of his administration to undertake to say what Boston should do. He could not well undertake to impose a program upon his successor in office. The better policy was to leave Mayor Curley free to undertake the task without embarrassing commitments by his predecessor.

Mr. Curley is promptly setting the wheels in motion. He picks the right man to lead in the undertaking and gives him the help of able associates. let all who can in any way contribute to the success of the observance do their part. It should be a celebration of a kind to make it known that Boston is a bigger, better and busier city than ever before.

Curley Praises Ratshesky for His 1930 Work

City Fortunate That He Prevented "Squandering" of Tercentenary Cash

Shortly before he went to the Old South Meeting House this afternoon to greet the newly appointed members of his Ter-centenary Committee, Mayor Curley dic-tated a letter to A. C. Ratshesky in acceptance of his resignation as chairman of the Nichols Tercentenary Committee, which he congratulated him on his appointed of minister to Czechoslovakia and declared that the city had been fortunate "in that you have at least conserved and prevented the squandering of such money as has been appropriated for a proper observance."

The mayor had no explanation to give the public in elaboration of that statement, nor had he made any previous statement to indicate his surprise that the money appropriated for Mr. Rat-shesky's committee had not been used. Though there has been more or less criticism of Boston for not initiating a program of celebration during the last few months, friends of Mayor Nichols have insisted that he did all he considered feasible in view of the fact that a new administration was to come into power in

Mayor Curley has secured approximately 250 acceptances from persons he has invited to serve on his tercentenary committee, leaving at least one hundred committee, leaving at least one nundred yet to be heard from. Most of those who willing to serve gathered at the Old South Meeting House this afternoon at 2.30 o'clock for their first meeting. The mayor greeted the gathering with a review of what he hoped to accomplish

with \$100,000, and introduced former Mayor John F. Fitzgerald as the chairman of the committee, who was followed by Herbert Parker, chairman of the State committee. Mr. Fitzgerald expressed the opinion that Boston should arise to the historic occasion in a large way, not only in making the world acquainted with its in making the world acquainted with its history but in stimulating business. As he had always been a "booster" for New England, and for the "better, busier, bigger" city, he felt that the greatest opportunity for such work in years was that in the immediate future.

Mayor Curley's leter to Mr. Ratshesky follows:

My dear Mr. Ratshesky-In view My dear Mr. Ratshesky—In view of your departure shortly to assume your manifold duties as envoy extraordinary and minister plentipotentiary, representing the United States of America at Czechoslovakia, I have this day accepted your resignation, tendered by yourself as chairman of the tercentenary committee. man of the tercentenary committee.

The city of Boston has been ex-tremely fortunate in that you have at least conserved and prevented the squandering of such money as has been appropriated for a proper observance, and this is in keeping with the exceptional character of public service that you have given to every responsible position to which you have been assigned.

1 trust that in your new field of activity you may be permitted to en-joy both health and happiness, and assure you of the good wishes of the citizenship of Boston, and in extending these wishes I am simply giving expression to what I believe are the sentiments of all Boston citizens.

Sincerely yours, (Signed) JAMES M. CURLEY, Mayor

Curley Deplores Raids on Chinese

Mayor Curley sharply criticized the police department today in periodically resting participants in fan-tan and other games in Chinatown, when a delegatiin of prominent Chinese merchants made a

of prominent Chinese merchants made a formal call at City Hall in connection with their celebration of New Year's.

"It is about time," said the mayor, after he had been tild that the delegation pays taxes upon \$1,000,000 of real estate and personal property, "that the police depirtment and some attorneys storped making raids in your district upon Chinese playing fan-tan, dominoes and even

"Until the Chinese debauch white persons, and I have no reasin to believe that such a thing will occur, the piliceraiding squads ought to keep away from Chinatown. Your people should have such games as they play. I have never known your people to do any harm to others. It seems that every time a safe is robbed or a murder cimmited, the police take advantage if the opportunity to make a gambling raid in Chinatown. The practice ought to stop."

The delegation was presented to the mayor by Edward P. Barry, who has long represented the Chinese as attorney.

Reth Asks Curley to Accept Resignation Today

State Fire Marshal John W. Reth, who was commissioner of soldiers' relief under the Nichols administration in Boston, today sent the following letter to Mayor James M. Curley:

"As my duties as State fire marshal require my undivided attention, I would appreciate it if you would accept my resignation as Soldiers' relief commissioner of the city of Boston, effective as of close of business, Jan. 31, 1930."

AMERICAN /31/30

Boston Presents \$25,000 to Legion



Carroll J. Swan

Dr. Wm. H. Griffin

Photo depicts a notable episode in the history of the American Legion. Mayor Curley is shown today presenting Boston's order for \$25,000 to State Commander John J. O'Connell, Carroll J. Swan, president of the Legion Corp., and Dr. William H. Griffin, past State commander, as the city's contribution to the 1930 national convention fund. The convention will be held RECORD 2/1/30 here. (Staff photo.)

LEGION'S FUND

Mayor Curley today presented to American Legion officials an order calling for an appropriation of \$25,-600, the city's contribution to the expenses of the American Legion Convention, to be held here in Sep-

The presentation was made to John F. O'Connell, state depart-The presentation was made to John F. O'Connell, state department commander, Carroll J. Swan, chairman of the Legion corporation, and Dr. William H. Griffin, past state commander. The officials expressed the appreciation of the Legion for the contribution.

TELL OF PLAN TO ILLUMINATE BASIN IN FETE

More than 250 men and women More than 250 men and women attended the first executive meeting of the Boston Tercentenary Committee in Old South Meeting House yesterday and heard addresses by Mayor Curley, and former-Mayor John F. Fitzgerald, chairman of the local committee, and others.

Former Atty. Gen. Herbert Par-ker, chairman of the state commit-tee, outlined the program planned throughout the state in general. Special programs will be held on holidays while special attention will be directed to the marking of his-toric spots, pageants, parades, firebe directed to the marking of historic spots, pageants, parades, fireworks, band concerts, illumination of the Charles River basin, all of which were considered or suggested yesterday.

A resolution was passed calling upon the Massachusetts delegation in Washington to petition the War

in Washington to petition the War and Navy departments to have as many soldiers, sailors and marines as possible participate in a special celebration Sept. 17 next.

TRANSCRIPT /31/30

East Boston Residents Win Fight on Oil Plant Permit

In a demonstration unusual in such affairs at the State House, more than fifty residents of East Boston cheered and ap plauded State Commissioner of Safety Alfred E. Foote, when, following a hearing todar, he announced his decision sustaining the revocation by the late State Fire Marshal George C. Neal of the permit granted by the Boston Street Commissioners to the Standard Oil Company of New York to enlarge its plant for the storage and sale of petroleum products in vertical tanks at 469 Charles street and 520 Bremen street, East Boston. Men and women went forward to shake hands with the commissioner and someone proposed three cheers.

Led by Thomas A. Niland, the East Boston residents crowded the hearing-

Representing the company, Attorney Francis J. Carney declared that the permit is to keep, store and sell petroleum products, exclusive of gasoline or naphtha, and that the company plans to store gas-oil, a class of liquid which he said the National Fire Protection Association did not regard as inflammable.

Representative James S. Coffey of East Boston opposed the project because of its proximity to the tenement district, and Representative William H. Barker voiced the protests of families of the district who were not able to attend the hearing. Opposition of the East Boston Betterment Association was recorded by its president, Henry J. Selvitella, who declared that it would be an injustice to establish more tanks in the district. said he feared a fire menace, which led Attorney Carney to re-emphasize that the company did not plan to store gasoline in the tanks.

Attorney Horatio Alden, representing the Maverick Mills, employing 700 workers and with property 1000 feet away from the plant, opposed the proposed increase. Opposition also was recorded by Frederick Quinn, representing K. J. Quinn & Co., and by Alexander Sullivan.

Congressman John J. Douglass, speaking in opposition, was applauded when he said: "No matter what the experts ne said: No matter what the experts may say, these things do explode and because they explode I and the other residents of the district are afraid Therefore we will not stand for another gallon of oil going into our heighborhood.

In the course of an exchange between the congressman and Attorney Carney, the latter safd: "You're making a speech." To this the congressman re-plied: "Sure, that's my business."

Register of Probate Arthur W. Sullivan declared that if a conflagration developed in East Boston the character of the entrances to the district was such that it would be impossible for the resi-

dents to get out. The late Fire Marshal Neal was quoted by "Citizen" George Edwards of East Boston as having stated that in his opin-ion the Stanzard Oil Company's location in East Boston was so dangerous that he would never approve any petition for further permits in that section. Ed-wards declared also that the tanks at present are leaking.

GLOBE 2/1/30 AM

SEVERAL APPOINTED TO POSTS IN BOSTON LAW DEPARTMENT



MRS MARY A. COSTELLO



JULIAN D. RAINEY

TWO OF THE APPOINTEES

Henry E. Lawler, 11 Eliot st. Jamaica Plain, chairman of the Democratic city committee, an attorney for 20 years, headed the list of appointments in the City Law Department by Corporation Counsel Samuel Silverman, made public yesterday by Mayor Curley, Mr Lawler will receive \$6000 a year.

The Mayor also announced the acceptance of the resignations from the Law Department of Vittorio Orlandini. Sadie Lipner Shulman, Charles Innes and Edwin D. Gallagher, assistant corporation counsel, and Ernest D. Cooke, city conveyancer.

The new personnel of the City Law

Department will include two colored men, Julian D. Rainey, 6 Haley st, Roxbury, who receives \$5000 a year, and James G. Wolff, 36 Bayard st, Brighton, who will receive \$3500 Rainey was chairmen of the colored division of the Democratic national committee and a national director in the Al Smith campaign. Wolff, a Harvard Law School graduate, was for many years connected with the district many years connected with the district

attorney's office.

Mrs Mary A. Costello of Brighton
was appointed assistant corporation

was appointed assistant corporation counsel. She was graduated from Por-tia Law School in 1915. Charles E. Leonardi, 19 Roseway st, Jamaica Plain, was appointed to a \$3500 position.

COMMISSIONER OF PUBLIC WORKS SULLIVAN RETIRES

Employes of the Highway Department at City Hall presented a pair of diamond cuff links to Public Works Commissioner James H. Sullivan, who, at 70 years of age, retired yesterday, after 42 years of service for the city of Boston.

The presentation was made by Jack Crowley, brother of Superintendent of Police Michael Crowley, assisted by James Gallagher.

Mr Sullivan began his career as a city of Boston employe in 1888, under the city engineer, giving lines and grades of Stony Brook conduit. When the Engineering Department of the Paving Division was established, he was assigned to it and had charge of the office under engineers Quimby and Atwood. It was said of him that no man had a better knowledge of the work of the Paving Division than he. In 1926 he was appointed by Mayor Nichols as Public Works Commis-sioner, to succeed Joseph A. Rourke,

CHARLES RIVER BASIN MEMORIAL SUPPORTED

The full strength of the Associated Veterans' Societies, backed by 27 pow-Veterans' Societies, backed by 27 powerful naval and military orders of the state, was thrown last night behind the recommendation to the Legislature by the special state war memorial commission for a \$1,500,000 memorial to the Massachusetts veterans of all wars on a five-acre island in Charles River basin. Unanimous approval was recorded in a solid vote enproval was recorded in a solid vote en-dorsing the recommendation of the commission at a special meeting of representatives of the associated societies in the Army and Navy Club.

The officers of the organization made The officers of the organization made it plain that their terse expression was motivated by complete confidence in the members of the commission to act in the best interests of the veterans. Present were Gen. Walter E. Lombard, Lt. Col. Walter M. Pratt, Maj. Caleb W. Warner, Lt. Col. Julian I. Chamberlain and Col. A. R. Bailey, the latter representing the G. A. R. and the Massachusetts Association of Minutemen of '61. Col. L. Vernon Briggs presided. S-LOBE, SAT AM 2/1/30

BIG BOSTON PARADE SEPT 17 PROPOSED

Discusses Plans

Fitzgerald Anxious to Sing-**Curley Wants Him To**

patriots of Colonial times sallied about "the lethargy at City Hall in forth to their Boston Tea Party, some 300 leading contemporary Bostonians, members of the Tercentenary Committee, assembled yesterday at Cit South "the strange interlude." tee, assembled yesterday at Old South Meeting House for the first time in more than four years, to deliberate upon plans for celebrating this city's 300th birthyear.

Hints of the general outline of this city's celebration were given by Mayor Curley, Ex-Mayor Fitzgerald, chairmar of the Tercentenary Committee, and J. Philip O'Connell, director of municipal public celebrations.

So far as possible, the tercentenary idea will be emphasized in the programs of such municipal holiday observances as those of Lincoln's Birthday. Washington's Birthday, Evacuation Day, April 19, Memorial Day, June 17, July 4, Labor Day, Columbus Day, Thanksgiving and Christmas, Mayor Curley said.

town, England, was first settled. In the evening there might be a set led a spirit presents." concert, the band playing on a float in alized as to the necessity for assigning Charles River Basin and amplified to a fleet of warships and 5000 troops to Charles River Basin and Cambridge Boston for the Sept 17 events, that listeners on the Boston and Cambridge 20,000 high school boys of the Metroshores. To Boston Common, he thought, could easily be restored day, that 5000 of the State militia be

Fitzgerald Talks

Mr Fitzgerald, who presided, praised ton the committee's personnel for their willingness, and lauded the committee's representative character, saying reliable sources, which teachers will that it includes persons whose families be encouraged to present to pupils, have been here for generations, as he said.

Joseph H. O'Neil told of the late. have been here for generations, as Joseph H. O'Neil told of the late well as some of those and their chil-speaker Joe Cannon's first visit to dren who came over more recently on Faneuil Hall, and how profoundly imthe Cephalonia, the Scythia and other pressed Cannon was with that edifice.

"Cannon, then boss of the Appropria-

Tercentenary Committee concert dea, since maynap it will give him a chance to do some singing.

"Yes, come to think of it, John, do sing then, and simply be accompanied by the band," said the Mayor. Everybody roared, and Fitzgerald enjoyed

Curley's Remarks

Director O'Connell told how this committee, constituted substantially as it is today, was appointed five years ago by Mayor Curley, and regretted that "the committee, through no fault of its own, has not functioned since." In the glorious edifice whence the Mr Curley himself expressed tegret

"The Tercentenary anniversary is upon us, and there have been practi-cally no preparations," Mr Curley said. "Upon my return to City Hall I re-vived a sculptors' committee which I had created to design some memorials, but which was dismissed soon after I quit office in 1925. Although offi-cially ignored since, this committee has not been altogether idle, but has prepared about 100 sketches for markers for historic sites and objects that will need to be marked for visi-tors—and I am confident now that all

such spots will have markers in time." Then Mr Curley spoke in warm praise of Chairman Herbert Parker of the State committee on tercentenary, and Mr Parker spoke at length and feelingly about the spiritual significance of the coming events in Bos-

Washington's Share

Illrector O'Connell proposed a great parade Sept 17, which is the date on which Boston, named for St Botolph's united front which the committee's

Mayor Curley was up again, propos-ing that Washington be early memorithought, could easily to touches such as characterized it in entered in the parade, to which all the major fraternal organizations could contribute floats, bearing the expense themselves. He indicated his readiness to proclaim Sept 17 a holiday in Bos-

boats with unpronounceable names.

"All ideas, from committee workers or citizens, will be welcomed," he said. or citizens, will be welcomed," he said. or citizens, will be welcomed," he said. or citizens, will be welcomed, he said. or citizens, will be welcomed the banking group, because we expect them to contribute liberally to the expenses," he said. There was many a hearty laugh through the proceedings, but the best came when Messrs Fitzgerald and Curley were both upon their feet discussing the basin band concert. Mr Curley ing the basin ba

the Dorchester Tercentenary Commit-tee, Secretary Elisabeth M. Herlihy of the City Planning Board, R. J. Dwyer, Col G. A. Hosley of the G. A. R., Pres T. H. Green of the Charitable Irish Society, Henry M. Rogers, Judge W. I. Day W. J. Dav.

MOOSE MILK FOR CITY HALL REPORTERS

Moose milk for the City Hall reporters was promised yesterday by Mayor Cur-ley upon learning that Major J. Doug-lass Black, of the 243d Highlanders, was sending him a consignment of milk as well as moose meat. The meat, he will take home to Jamaicaway because he likes it, but the milk he will present to the reporters

From the Highlanders the Mayor yesterday received a unique ash tray carved out of the hoof of a big moose bagged by the Canadian Highlanders. This will occupy a special place upon

the mayoral desk.

HAS NO IDEA OF **CEASING WORK**

James H. Sullivan Will Enter Br 'less

Retiring last night as public works commissioner, James H. Sullivan of 114 Melville avenue, Dorchester, publicly stated that he had no intention of going into the seclusion of private life. Completing 42 years of service with the city at the age of 70, he insisted that he had merely gone over the first hurdle and he was ready for real competition.

Hundreds of associates and friends who made the pilgrimage to his office late yesterday on the fifth floor of City Hall Annex, did not offer to say Hall Annex, did not offer to say "Good-bye;" but all wished him good luck, confident of seeing him active in the future development of the city.

For he had much to do with the city's expansion since 1888, particularly the filling in of the Back Bay and increasing the number of streets from about 300 to 1200 miles. And he saw the public works department grow from a single little office to an organization occupy-ing three floors at City Hall, with the largest payroll and expenditures in the

on behalf of the staff, Jack Crowley, brother of the police superintendent, and James Gallagher, presented the veteran commissioner last night s set of diamond-studded cuff links. And the City Workman's Union made him a gift of a solid gold watch as a tribute of their appreciation of his fair-ness in dealing with them.

The retired commissioner will spend a few weeks in the South before returning to this city to engage in private business, for he pointed out that he is only 70 years young and felt like living many years more.

POST 2/1/30

of the City Planning Board; Richard J. Dwyer; Mrs. Charles L. Bogan, president of the Women's Patriotic and president of the Women's Patriotic and Civic league; Mrs. Henry D. Tudor of the Women's Municipal league; Mrs. Maria E. Bateman, president of the Kearsarge Veierans Auxiliary; George A. Hosley, national chief of staff of the G. A. R.; President Nathan Sidd of the Boston Central Labor Union, President Phomas H. Graen of the Charitable Irish Fromas H. Green of the Charitable Irish Society, former Congressman Joseph H. O'Neil, Judge William J. Day and At-torney Henry M. Rogers.

SENTIMENT STRONG AGAINST ONE CITY

EVANS IS RETIRED FROM POLICE FORCE

Deputy Superintendent Quits After 47 Years' Service

Nearly half a century of faithful service in the Boston police department ended yesterday afternoon at 4:45 o'clock when Deputy Superintendent Thomas C. Evans left his office at police headquarters.

No fond farewells or testimonials marked the retirement of an officer with more than 47 years of unbroken service as he stepped from the building for the last time as a member of the department. In characteristic manner he said goodbye to his associates and left in company with Mrs. Evans for their home in Dorchester. A few min-utes later notification of his retire-ment was read at rollcalls in every Boston police station.

Capt. Evans, as he has been known since his appointment to that rank in 1921, spent last night at home with a

few of his many friends. Among the messages of congratulations was the following from Mayor Curley:

I have just learned that in conformity with the retirement act your services will terminate Jan.

31. Permit me to express my sincere wish for your continued happiness and my sincere regrets of the loss by the city of such an exloss by the city of such an ex-cellent servant.

Despite his 70 years, Capt. Evans de-clared last night he will not stop working. What he plans to do he has not yet decided, but promised his friends he will stay "in the harness."

Ten More Outlying Communities Record Selves, Through Citizens, as Opposed to Greater Boston

An overwhelming sentiment against any project that would unite them with Boston was registered yesterday by the citizens of Waltham and nine towns located in the Metropolitan area, whose opinions were requested on the plans that have been put forth to make this scheme possible.

OPPOSE ALL PLANS

In general the opinions expressed in these communities followed closely along the same lines as in ohter parts of the district, where the residents expressed apprehension over losing their identity as a municipality and merging their own history with that of Boston. In some of the communities on the edge of the district it was impossible to find any of the residents who looked with favor on any sort of a merger, either for the purpose of counting the populations together, for mutual centrol of municipal departments or for any form of a borough plan.

Post reporters canvassed representative citizens in different sections of Waltham yesterday and in the follow-ing towns: Weston, Stoneham, Reading towns: Weston, Stoneham, Reading, Wakefield, Needham, Dover, Westwood, Cohasset and Lexington,

Waltham, the largest municipality in the group canvassed yesterday, it was found that 45 citizens were against was found that so citizens were against anything in the way of a merger of their city with Boston, while six saw some value in the plans for a Greater Boston that have thus far been proposed. The consensus of opinion here seemed to be in favor of having Waltham develop by itself as a trade and the proposed of the section of the sectio manufacturing centre for this section of

manufacturing centre for this section of their own town government, and several In Weston no one could be found who favored any form of annexing the town to Boston. The general impression appeared to be that the residents were entirely satisfied to remain under their own town government and several whose views were solicited ridiculed plans that would make their little community a part of a larger Boston in any way. A total of 35 residents of the town dismissed the subject with an emphatic "no."

Wakefield, Stoneham and Reading, to the north of Boston, the sentiment encountered was overwhelmingly against tying up these communities with one large metropolitan city.

In Wakefield the canvass showed 38

residents against the plans and seven in favor, in Stoneham, 30 against and five in favor and in Reading, 36 opposed and four favorable.

Might Become City

Some expression of opinion for a city form of government was found in Wakefield. The women of the town appeared to be unanimously in favor of having Wakefield remain as it is at

In Stoneham it was found that among the younger citizens of the town, some sentiment existed for merging with Boston, but the older resident generally expressed themselves against the plans.

The prevailing opinion in Reading seemed to be that the residents of this town would rather wait until they were shown what Boston could offer them in the way of civic advantages before they favored any form of annexation.

The voters of Needham were no more The voters of Needham were no more enthusiastic about linking their town with Boston than any of the other places canvassed yesterday. There were 31 residents opposed to any form of political affiliation with Boston, while only two saw any value in the scheme. In Dover a reporter found 14 residents who were consessed to any twinter ware opposed to any twinter were consessed to any twinter ware consessed to any form of political affiliation with Boston, while the consessed to any form of political affiliation with Boston, while only two saw any value in the scheme.

who were opposed to any union with Boston and only one who would favor the project. The older residents of the town were emphatic in expressing themselves against anything that resembled official co-operation with Boston in any

In Westwood there existed a general indifference to any plan to unite with Boston. No one could be found favorable to the plan and 15 expressed their opposition to anything in the way of affiliation. It was pointed out that Westwood was once a part of Dedham and was set off as a town by itself about 40 years ago.

The same situation existed in Cohasset, where the residents felt they were too far removed from Boston to be vitally interested in anything pertaining to a merger. No one was found favorable to any of the plans suggested and 19 expressed themselves as opposed to the project.

While 38 residents in different parts While 38 residents in different parts of Lexington were against the merger plans and six in favor of it, many were encountered who said they were regarding the matter with an open mind. Several mentioned the possibility of securing a lower tax rate if Lexington were made a part of Boston. The significance of Lexington's Revolutionary history was frequently cited by those interviewed.

RECORD 2/1/30

HOT STUFF!



PORT FACILITIES

To the Editor of The Herald:

If Boston ever takes a leading place as a port of import and export, it must be through greater conveniences, lower port charges and quicker turn-about for vessels.

At the Port of Boston, a railway circuit for all piers must be provided, available for freight from all lines at the minimum of cost. Local freight by truck should have the advantage of uncongested traffic approaches piers. This means that a belt line rail-road to accommodate all locations for commercial wharves must be available for all railroads centering in Boston; also that a tunnel or bridge, to facilitate trucking transportation, must be constructed from the city proper to East Boston.

With these facilities and the necessary piers and warehouses for liners and tramp ships, Boston's advantages as a commercial port are of a most encouraging 'nature.

In comparison with the shipping ad-In comparison with the snipping activatings of the port of Boston, it is interesting to note the situation in New York. In New York 35 per cent of all shipments are delivered from trucks, the goods being contributed by the port district itself. The tonnage of the company of the port of the company of the full cargoes such as oil, sugar and flaxseed increases the foreign trade origin-

seed increases the foreign trade originating in the port to 45 per cent.

Out of the 9471 tons of steamship cargo trucked locally within the Metropolitan area, 5378 tons or 57 per cent, had to cross a major waterway such as Hudson river, East river, Lower bay, Kill Von Kull or Arthur Kill, in moving between piers and shippers.

Of the local port traffic 62.5 per cent, moved to and from points in Manhattan and the remaining local freight moved to and from the New Jersey wa-

moved to and from the New Jersey terfront with Brooklyn second. The survey from which these figures were taken also show that 55 per cent. of New York freight not locally originating.

comes to or leaves New York by rail and is nearly all transferred to or from steamers by lighters.

The movement of Canadian grain in bond through New York is increasing rapidly and promises a continued net growth. An ice free harbor and fast and frequent liner service has attracted Canadian wheat to the port of New

Boston has the ice free port; is many hours nearer Europe than New York; has railroad lines connecting with our own and the Canadian West and is the natural heir to grain shipments which are unable to move via the St. Law-rence during several months in the year when the need for transportation

is most pressing.

Let Boston secure its Union belt line transportation; take measures for the utilization of its natural and available dock frontage; provide suitable tunnel bridge transportation facilities; create proper storage and warehouse advantages and place in the hands of its port authority sufficient authorization to go ahead with assurance of support The municipality of Boston has here tremendous responsibility of initiating and the activity of the commonwealth must be thoroughly stressed at this session of the Legislature.

ROBERT D. McKAY.

Chelsea, Jan. 28,

HERALD 2/1/30 **CURLEY NAMES** TWO NEGROES

Appoints 5 Assistants to Corporation Counsel to Replace Ousted

BRIGHTON WOMAN LAWYER GETS BERTH

appointed Mayor Curley yesterday appointed two negroes to the staff of Corporation two negroes to the stair of Corporation Counsel Samuel Silverman. The recipients of his patronage are Julian D. Rainey of 6 Haley street, Roxbury, who landed a \$5000 a year berth, and James G. Wolff of 36 Bayard street, Allston, son of a former state commander of the Grand Army, who was given a \$3500 post. \$3500 post.

Other assistant corporation counsel appointed were Henry E. Lawler, chair-man of the Democratic city committee, who is expected to relinquish the latter post, and who will receive a salary of \$6000; Charles E. Leonardi of 19 Roseway street, Jamaica Plain, whose salary will be \$3500, and Mrs. Mary A. Cos-tello of 52 Dustin street, Brighton, who will receive \$3500.

FIVE RESIGNATIONS

The vacancies were created when five assistant corporation counsel complied with the demand of the mayor, made known through Counsel Silverman, for their resignations. They were Vittorio Orlandini, Mrs. Sadie Lipner Shulman, Charles J. Innes, Edwin D. Galiagher and Ernest D. Cooke, a negro.

The recognition given the colored voters, who were enthusiastic supporters of the candidacy of Mayor Curley, and who have invariably been staunch Republicans, is expected to be beneficial to the Democrats in future state and municipal elections. The vacancies were created when five

municipal elections.

"I feel that my appointment by Mayor Curley is a great tribute to professional women," said Mrs. Mary A. Costello last night regarding her new post as assistant corporation counsel under as assistant corporation counser under Samuel Silverman, and added, "I shall do everything in my power to justify his confidence in my ability and my sex

Mrs. Costello was graduated from Portia Law school in 1916, with the degree of bachelor of laws, and was admitted to the Massachusetts Bar in 1917. She has been in constant practice in Boston since, specializing in corporation work and income tax returns. She is high chief ranger of the Massachusetts Catholic Order of Forresters, an organization of 60,000 men and women. Her home is at 52 Dustin street, Brighton.

and women. Her home is at 52 Dustin street, Brighton.

James G. Wolff of 36 Bayard street, Allston, was for 16 years connected with the district attorney's office in Suffolk

county.

He is 49, a graduate of Boston Latin school, Harvard University and Boston Normal school.

Normal school.

Charles E. Leonardi is 47 years old, is married and lives at 19 Roseway street, Jamaica Plain. He was graduated from Northeastern law school in 1905 and shortly afterward was admitted to the bar. He is a Democrat and a member of the Hendricks Club and the lodge of Elks. His law office is at 18 Tremont street.

Henry E. Lawler is an attorney and lives in Jamaica Plain.

Mayors of Newton, Chelsea **Reticent on Greater Boston**

Reserve Judgment Until Definite Plan Is Presented: Quincy Executive Condemns Scheme

(This is the sixth in a series of articles setting forth the attitude of officials of municipalities in the metropolitan district toward the proposal of Mayor Curley for a metropolitan community modelled along the lines of the county council or borough system of the city of

By EDWARD D. DRUAN

The mayors of Newton and Chelsea are reserving judgment on Mayor Cur-ley's plan for a Metropolitan Boston until something more concrete has been produced as a form of community co-operation, while the mayor of Quincy is unequivocably opposed to the idea in any form. Mayor Thomas J. McGrath of the letter city however sees "some the latter city, however, sees "some merit" in Mayor Curley's protest against the present lack of participation by the cities and towns of the metropolitan district in the workings of the metropoli-tan district commission.

The attitude of the chief executive of the cities of Newton and Chelsea, while committing them in neither direction was regarded by the friends of the proposal as a hopeful sign in view of the admitted nebulous aspect of the plan in its present form and the prevailing disposition to condemn it as "the same old annexation scheme

An even more optimistic outlook is found for the plan in Watertown, although the viewpoint obtained failed to take a definite stand in favor of the project and limited itself to a show of interest in the suggestion.

Barrett, chairman of the John P. John P. Barrett, chairman of the board of selectmen, said that a change in its form of government is to be made in the near future by Watertown and that the Curley proposal, along with other suggested forms of government, will be given thorough consideration.

Mr. Barrett continued: Mr. Barrett continued:

SEES MUCH TO FAVOR

We have a population of over 35,000 and we have come definitely to the conclusion that we have outgrown the town form of govern-

ment.

The idea of a metropolitan Boston has been talked of for years but until now no one has given it serious consideration. I'm not personally familiar enough with the suggested plan of Mayor Curley to say whether or not I am in favor of it. I do know that he's not asking the cities and towns to surrender their local identity and become the cities and towns to surrender their local identity and become completely merged with Boston. What he has in mind is something entirely different, and personally I'm inclined to think it has much in its favor. Enwever, various forms of government will be studied thoroughly before a change is made, and this will not be until after the tercentenary year.

and this will not be then after the tercentenary year.
Mayor John J. Whalen of Chelsea said he was not prepared to take any stand on the proposal until such a time as something tangible in the form of a method of government had been advanced. "I have heard of no popular

sentiment in Chelsea in lavor of affiliation with Boston," he added.

DEPLORES BIG CITIES

It is difficult to understand just what advantage would accrue to Quincy through annexation, and quite as hard to understand what gain Boston would receive even if it did achieve fourth place among the cities of the United States. Big cities of the United States. Big cities are usually squalid and miserable in spots, breeding poverty and other ills inextricably bound up with large population centres.

For Quincy, annexation would mean the wiping out of her in-dividuality, a loss of sentiment for the things that make a community worthwhile, as well as her com-plete subjection to the will of the larger city. Quincy is not prepared to give up her traditions and her right to govern herself merely to swell population figures.

The plan does not find much enthusi-asm among town officials of Hingham,

Hull or Cohasse

According to William L. Foster, chairman of the Hingham selectmen, the people of that town do not feel that a Greater Boston reaching as far as Hingham would be of benefit to them. The present form of government, according to Mr. Foster, is the best type for a

town of the size of Hingham.

W. O. Souther, Jr., chairman of the board of selectmen in Cohasset, said that it is generally felt in the town that it is outside the scope of the Metropoli-tan Boston plan, and that at any rate

tan Boston plan, and that at any rate the idea has little to commend itself in the way of benefits to be gained.

In Hull, where Mayor Curley has a summer residence, Chairman C. V. Nickerson of the selectmen said that the town officers were not familiar enough with the plan to comment on it. Mr. Nickerson was himself doubtful whether the town would gain anything under the plan.

NEWTON AND QUINCY

Mayor Sinclair Weeks of Newton said. If Mayor Curley's plan involved straight annexation of Newton and other communities in the metropolitan district, I would say immediately I was emphatically opposed to it. But the project which he outlines is so vast and calls for so much weighing of arguments both for an against it that I should need considerable time to make a careful study of it before venturing an opinion. The idea of metropolitan police and fire departments as well as water and sewer systems Mayor Sinclair Weeks of Newton said: well as water and sewer systems has much to commend itself.

has much to commend itself.
Mayor McGrath of Quincy sees no
gain for his city in becoming an "appendage" of Boston, but agrees that
there is "some merit" in Mayor Curley's contention that the cities and
towns that pay for the vast projects of
the metropolitan district commission
should have direct representation in
that body and a voice in its expenditures. He said:

The state neither helps nor guar-The state neither helps nor guarantees credit to the metropolitan commission, and it should not take to itself the power of nominating its members. Personally I do, not believe there will be sufficient strength behind Mr. Curley's proposal to make it effective, but that does not alter the fact that the commission, although efficient in its present activities, should be made more directly answerable to made more directly answerable to those who maintain its huge improvement programs.

INVITED TO NORWOOD

Replying to an open letter addressed to him by the editor of the Norwood Messenger, in which he was invited to explain the asserted benefits of a Metropolitan Boston plan to the people of Norwood, Mayor Curiey stated that no concrete method of operation has yet been formulated and that until something of this sort is evolved he will attempt no detailed explanation of the plan in its application to indiwill attempt no detailed explanation of the plan in its application to individual communities. The task of working out a pian has been entrusted to a committee of experts and Mayor Curley does not look for a report from them for several months.

TERCENTENARY Boston Day a success. Mrs. William Lowell Putnam reported that her race groups were eager to make their contribution to the Tercentenary. Vincent Brogna, Massachusetts head of the Sons of Italy, reported similarly for his organization. Capt. Thomas G. Frothingham, head of the Bunker Hill Monument Association, reminded the chairman that they had both marched as schoolboys in the

Fitzgerald Inducted 'as Committee Head—Several Speak

MAYOR FOR PARADE OF 25,000 REGULARS

Former Mayor John F. Fitzgerald was inducted into office yesterday afternoon as chairman of the City of Boston Tercentenary Committee, in the presence of nearly 300 representatives of various groups that make up the organization. The ceremony was held in the Old South Meeting House. Sept. 17 is to be South Meeting House. Sept. 17 is to be Boston day. Mayor Curley was chairman pro tem, yesterday. The real work in making Boston's part a success, he said, was to secure a man who knew and felt with the Puritan ideal, who had studied and understood the men and women of the early day, the Founders, and loved them, and such a man had been available in the person of former Mayor Fitzgerald. Mayor Fitzgerald.

The mayor outlined the official plan for the Boston participation in the gen-eral year-long celebration and said it was intended to have the places of his-toric interest, not already marked, in-dicated by some sort of marker by Sept. 17. He also expressed a hope that it might be possible to have the Charles River project dedicated by that day, and to have daily concerts on ships moored in the basin. At the conclusion of the mayor's talk, and before he installed Chairman Fitzgerald, the mayor_called on former Atty.-Gen. Herbert Parker, chairman of the Massachusetts Bay Col-ony Tercentenary Commission.

COMMEMORATIVE SERVICE

Mr. Parker dwelt upon the thought that the great day in the state observance July 15, was to be devoted to

servance July 15, was to be devoted to a commemorative service.

Mr. Fitzgerald's talk was brief, devoted to what a wonderful start had been made, his principal message being "Let's go." The meeting, he said, was "like the shot heard round the world." He called on Mrs. Curtis Guild, who said who honed there would be corrected. said she hoped there would be some-thing that she could do to help, and that she would gladly do it. John Jackson Walsh said that the entire United States, without one dissenting voice, was simply waiting for Massachusetts to announce the time and place of its celebration.

Mayor Curley's proposal to ask the war department to concentrate 25,000 troops to march in the Boston day parade and the navy department to order the largest fleet of naval vessels to Boston harbor ever seen here, brought an immediate response from Gen. John H. Dunn, who moved that the Massa-H. Dunn, who moved that the Massa-chusetts congressmen be asked to take it up with those departments. This, with several other motions, was re-ferred to the executive committe, which was formed, with the chairman for its head, and the committee was authorized to recruit up its sub-committees from outside the general committee, but only with the approval of the mayor.

Superintendent of Schools Jeremiah

Burke expressed his personal confidence that the school committee of Boston would unite with the others to make

had both marched as schoolboys in the 250th anniversary and he felt sure that the schoolboys of today would be in line Sept. 17.

Director of Public Celebrations J. Philip O'Connell reported that there had been 288 acceptances of the 300 invitations sent to prospective committee members.

Other speakers included William C. Other speakers included William C. Crawford, Boston City Club; James H. Carney; Edward J. Dunn; Walter Gilman Page; Frank Chouteau Brown; N. Winthrop Robinson, head of the Dorchester committee; Miss Elizabeth M. Herlihy, city planning board; Richard Dwyer, Central Council of Irish County Associations: Mrs. Charles L. Bogan Dwyer, Central Council of Irish County Associations; Mrs. Charles, L. Bogan, Woman's Patriotic League; Mrs. Frances W. Marshall, Daughters of Union Veterans of the Civil War; Mrs. Henry D. Tudor, Women's Municipal League; Frank S. Davis, Maritime Association; Dean Gleason L. Archer, Suffolk Law School; Edward P. Barry; Rabbi H. Rubinowitz; Col. George A. Hosley, Kearsarge Naval Veterans; Nathan Sidd, Boston Central Labor Union; Thomas M. Green, Charitable Light No. Thomas M. Green, Charitable Irish Society; Joseph H. O'Neil; Dr. Walter O.

Taylor, spokesman for the colored peo-ple of Boston, Judge Frank Leveroni.

A feature of the meeting was a speech by Henry M. Rogers, 90 years old, and a civil war veteran, who said he wanted to offer his services to Chairman Fitzgerald "as a private soldie as he had done to President Lincoln.

EDITORIALS

NOW WE'LL GET ACTION

til I Jaan Whenever a hotel man ,or one interested in the Recreational Industry, endorses a publicity movement or anything else that will tend to bring more visitors to the section, immediately he is accused of selfishness and commercialism. The old battle cry of-"the hotels get it all" is heard on all sides.

Do the hotels get ALL the benefits? In a city the size of Boston, statistics show that local business groups OTH-ER THAN HOTELS get ninety three percent of the tourist dollar. The visitors dollar certainly does not go alone to the merchant and the hotel man but is circulated to the point where it embraces practically every business

activity in the city.

Mayor Curley has announced plans for a resumption of a municipal publicity bureau, discarded under Peters and Nichols regimes. The hotel men of the city are behind Mayor Curley in this plan-just as the hotel men of the State were behind the movement to get a State Publicity Bureau, and which they did after a 12-year fight. Only-we hope the Curley bureau will be more of a reality than the State Industrial bureau has beenup to this writing.

During the year Boston has within its gates many of the world's outstanding figures. Some of them come individually, some in groups. We recall, during our reportorial days at City Hall under the first Curley administration, how the Mayor acted as host in many many cases-and frequently out of his own pocket-but the true spirit of hospitality was there. In those days the city was a gracious host. Came the Peters and Nichols administration and the end of Publicity Bureaus.

Now the Mayor has an opportunity to do something worth while. We hope he does not wait for the State Industrial Commission to tell the world what a splendid city Boston is for RECREATIONAL INTEREST.

There is much to be done further to improve conditions, emphasize the city's advantages, and protect her position. There never was a period in which the future prosperity seemed brighter, and the establishment of an Expansion Bureau by Mayor Curley should prove highly valuable in promoting the prosperity and popularity of Boston.

HERALD 3/1/30

MAYOR CURLEY PRESENTS BOSTON'S UKUEK FOR \$25,000 TO BOOST LEGION CONCLAVE



MAYOR CURLEY SIGNING ORDER FOR \$25,000 TO BE PRESENTED TO AMERICAN LEGION AS BOSTON'S SHARE TOWARD NATIONAL LEGION CONVENTION HERE

Right to Left-John J. O'Connell, department commander, American Legion of Massachusetts; Mayor Curley; Dr W. H. Griffin, chairman parade committee; Carroll J. Swan, president of 1930 convention.

Mayor Curley yesterday presented Boston's order for \$25,000 to the American Legion, to assist in defraying the expenses of the national convention in this city next September. The presentation took place at City Hall and the order was handed to State Commander John J. O'Connell, Carroll J. Swan, president of the Legion Corporation, and Dr William H. Griffin, past state commander. Legion officials expressed their appreciation of the gift by the city.

POLICE ASSAILED FOR FAN TAN RAIDS

Mayor Pledges Chinese He Will Attempt to Halt Unnecessary Arrests

Mayor Curley made a contribution yesterday to the observance of the Chinese New Year's day by attacking the police department for unnecessary raids on games in Chinatown. His criticism was expressed during a visit of Chinese merchants to his office.
"It seems that every time a safe is

mayor, "the police always is a raid in Chinatown and arrest many persons whom they charge with gambling. It is time that the police stopped the practice of making these raids. You Chinese ought to have the whom they charge with gambling. I think that it is time that the police stopped the practice of making these raids. You Chinese ought to have the privilege of obtaining whatever pleasure and enjoyment you can derive from and enjoyment you can derive from fan tan, dominoes or even poker and until you debauch white persons, whom I understand are never allowed to participate in your games, I believe that the police should let you alone.

"As far as any invasions of your rights in any matter over which the mayor hes authority is involved. I can

mayor has authority is involved, I car-assure you that the door of the mayor's office will always be open and if I am

ELLIOT H. GOODWIN GIVEN OATH BY ALLEN

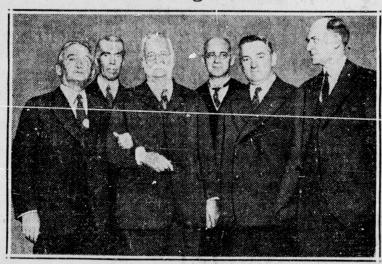
The long-drawn out controversy over the re-appointment of Elliot H. Goodwin as state civil service commissioner came to an abrupt conclusion yester-day afternoon when Gov. Allen admin-istered the oath of office to the commissioner.

of Chinese merchants to his office.

"It seems that every time a safe is office will always be open and if I am robbed or a murder or some other sexi- unable to give you the relief which you ceremony had been concluded.

GREATEST SHOW IN HUB'S HISTORY

Tercentenary Celebration Plans of Mayor Endorsed by Committee of 350 Leading Bostonians



TERCENTENARY HEADS CONFER

TERCENTENARY HEADS CONFER

Principals in celebration of city's part of the 300% anniversary celebration, the Mayor proposed the participashown yesterday at the Old South Meeting House. Left to right: Chairbeau of the president of France and the descendan John F. Fitzgerald, Colonel Thomas Frothingham, Henry M. Rogers, tants of Lafayette, Rochambeau and Dean Gleason L. Archer of Suffolk Law School, Mayor Curley and Executable heroes in the battle for liberty, tive Chairman Frank C. Brown.

Fitzgerald, outlining plans for the independence Day celebration, the Mayor proposed the participation, the Mayor proposed the Mayor proposed the participation, the Mayor proposed the Mayor proposed the participation, the Mayor proposed the

Curley's plan for a brilliant celegroup in the city, "especially the bankbration of Boston's tercentenary this
ers, because we want their money to
make this the greatest observance in
the annals of Boston."

Of the 360 who were invited to attend
the meeting as members of the terby the committee of 350 representa-the meeting as members of the ter-centenary committee, 288 accepted, and tive citizens at their first "town meet- Chairman Fitzgerald declared that it ing," held at the Old South Meeting was the most representative assembly ever held with "the Scythla as well as House to arrange a programme.

PLEDGES GREATEST SHOW

Declaring that the city had got away to a late start, because of the 'lethargic situation during the past four years," the Mayor announced that Boston would put on the greatest show in its history put on the greatest show in its history through the efforts of the committee serving under former Mayor John F. Fitzgerald, whom he presented A. a "young man, a human dyname of energy and activity, who will arouse the interest of the city ha lovae."

Chairman Fitzgerald was given a Chairman Fitzgerald was given a

warm reception by the committee, par-ticularly when one of the members de-clared that he had no objection if the former Mayer could make the celebra-tion a handle to his campaign for the Chairman governorship.

Representative Assembly

"Weil. let's go," coaxed Chairman

Fitzgerald, outlining plans for Enthusiastic co-operation in Mayor organization of the committee and his desire to attract the support of every

the Mayflower passengers listed through their descendants."

Plan Big Day Sept. 17

Co-operation of the Commonwealth Parker of the State Tercentenary Com-mission, who was chosen by Mayor Curley to deliver the Independence Lay oration at Faneuil Hall.

On motion of General John H. Dunn, he committee adopted a resolution, re-questing the Bay State delegation in longress to secure the approval of the ederal government to the assignment of the largest number of troops and essels here on Sept. 17, to participate

n the Boston Day celebration. That the schoolboy cadets' ould be put over until Sept. 17, so that he 30,000 student soldiers might take art in the celebration, was the opinion f Dr. Jeremiah E. Burke, superin-endent of schools.

Celebration Starts Feb. 16

Suggestions for parades, concerts, usic festivals, athletic events, pa-eants, marine demonstrations and ther features were offered by the score if speakers and referred to sub-com-littees organized to draw up the procamme, at further meetings which will

held within a few days.

The tercentenary celebration will actually start on Feb. 16, when the school nildren of the city will hold a joint ashington-Lincoln observance at Symptons Hall with the Burka as the ora-

ashington-Lincoln observance are nony Hall, with Dr. Burke as the oracr, the Mayor announced.

From then on the celebration will ontinue with expanded programmes for the holidays usually observed here, specially 15 to 100 pt. al attention being given to July 15 hich will be State day, and Sept. 17, e anniversary of the settlement of oston 300 years ago.

Replica of Mayflower on River

Already the Mayor has ordered the mmission for Marking Historical tes, headed by Chairman Walter Gil-an Page, to set up bronze and granite blets at about 100 points of interest in e city's history, he said, and with the proval of the art commission, he will k the City Council on Monday to apopriate \$35,000 for the erection of a emortal fountain on the Common, opsite 50 Beacon street, as a permanent minder of the tercentenary.

Construction of a replica of the May-wer on the Charles River basin to used during the week of Sept. 17 as bandstand for a band of 2000 must ins presenting concerts for 250,000 teners on the Cambridge and Boston rkways as well as the bridges, was ggested to the committee by the

May Have Cow on the Common

Te explained that it was his desire have every patriotic, racial, religious, aternal, civic and other of sanizations epicsented in the activities of the celebration, and he urged that they contribute pictorial floats for the parades out of their own funds.

For the Independence Day celebrane said.

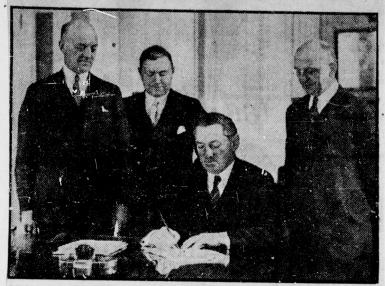
More general display of the national flag this year was urged by Director of Public Celebrations J. Philip O'Connell, who outlined the programmes for the national holidays. To make the celebration picturesque, he suggested that it may be possible to secure a cow to graze once again on the Common as in the Colonial days of William Blaxton (Blackstone), the first settler.

Notables Pledge Support

Among those who pledged their support to the city's committee were Judge Robert Grant, Mrs. Curtis Guild. John Jackson Walsh, Mrs. William Lowell Putnam, chairman of the racial groups; Vincent Brogna, head of the Sons of Italy; Dean Gleason L. Archer of Suffolk Law School, Manager Frank S. Davis of the Maritime Bureau of the Chamber of Commerce, Colonel Thomas Frothingham of the Bunker Thomas Frohingham of the Bunker Hill Monument Association, Rabbi H. H. Rabinovitz, former Lieutenant-Governor Edward P. Barry, Judge Frank Levereni; President William C. Crawford of the City Club, who offered the use of the Civic Centre to the com-mittee, James H. Carney, past president mittee; James H. Carney, past president of the Charitable Irish Society; Chairman Frank C. Brown of the executive committee. Chairman N. Winthrop Robinson of the Dorchester committee; Miss Elisabeth M. Herlihy, secretary

RECORD 2/1/30

Mayor Curley Presents Legion With \$25,000



Mayor James M. Curley, second right, shown yesterday at City Hall as he wrote out the city's order for \$25,000 for the American Legion national convention to be held here in September. Shown are, left to right, Carroll J. Swan, Dr. William H. Griffin, ex-State Commander, Mayor Curley and State Commander John F. O'Connell. Swan is chairman of the convention corporation.



(Daily Record Pno o Standish Wilcox, familiar figure of the Curley administration, shown yesterday at City Hall as he purchased a ticket for the Daily Record's Metropolitan Theatre Midnight Troy Benefit Fund show. Mr. Wilcox was a friend of James J. Troy, the slain officer. The girls are (l. to r.) Katherine Eagan, Christiane Kammerer and Jane Loots of the C. Wesley Fraser Radio Vaudeville Exchange.

HERALD 2/1/30

McCORMACK FAVORS RETALIATION PLAN

Writes to Mayor Curley, Declaring Need of N. E. Bloc in Congress

WASHINGTON, Jan. 31 (AP)-Representative McCormack, Democrat, Massachusetts, today made public a letter addressed to Mayor Curley of Boston in which he concurs with the mayor in the belief that New England congressmen should form a bloc to retaliate against farm relief in the tariff contest.

"The agricultural bloc," McCormack wrote, "appears to have absolute control over-the actions of Congress; dominating committees and securing what they desire, no matter how expensive it may be to the rest of the country. It is a powerful organization. There is no such organization existing among the New England members, particularly among the Massachusetts delegation."

Asserting that there is no question but that there exists in Congress a strong feeling against New England, he said, the results of it would be discrimination against that section in the final drafting of the tariff measure.

"An organized Massachusetts or New England delegation is more noweful."

"An organized Massachusetts or New England delegation is more powerful and would secure greater results than each one of us acting independently," McCormack wrote. He added the Massachusetts Democrats would co-operate with the Republicans in the tariff controversy and declared it was up to the Republicans to decide on the course of action.

CIVIL SERVICE BOARD MAY REJECT P. F. TAGUE

There was an unconfirmed rumor last night that Peter F. Tague, named by Mayor Curley as principal assessor might not receive the approval of the civil service board. He visited Gov. Allen yesterday but the purpose of his visit was not disclosed.

The board is scheduled to hold a meeting next Tuesday and there is a strong possibility that at least some of the Curley appointees will be confirmed on that day. Besides Mr. Tague the commission is investigating Joseph A. Rourke for building commissioner; commission is investigating Joseph A. Rourke for building commissioner; James E. Maguire as institutions commissioner; John J. Lydon, soldiers' relief commissioner; Joseph A. Conry, traffic commissioner: Edward F. McLaughlin, fire commissioner; Helen Countie Galvin, city registrar; Michael H. Corcoran, sinking funds commissioner and John Martin, Park commissioner,

Dr. Wilinsky to Serve Both City and Beth Israel

Events happening in rapid succession this week have revealed to us the splendid character of Dr. Charles

Junish Reteroreate /31

F. Wilinsky, the high esteem with which he is regarded in highwn given field, and his deep devotion to the institution he has been directing since 1928—the Beth Israel Hospital.

Apparently the announcements in the general press concerning Dr. Wilinsky's affiliation with the city's health work were read either hurriedly or thoughtlessly, since the general impression created was the fact that Dr. Wilinsky had resigned from his post at the Hospital. General alarm and consternation followed. The chief question seemed to concern the future welfare of the institution to which its executive director had given all of his time, effort, and capabilities.

We are most anxious, therefore, to correct this misunderstanding. Dr. Wilinsky has no such intentionneither have the trustees of the Hospital. They value his services too highly to relinquish him entirely!

It is a point of pride with us that the person who has heen guiding the activities of the new Beth Israel Hospital since the dedication of its new buildings in the summer of 1928 is considered such an expert in the field of child hygiene and preventive medicine that his services in other broader spheres are in great demand.

That is why Dr. Francis X. Mahoney, City Health Commissioner, has been so desirous of having Dr. Wilinsky return to the place with the Boston Health Department

nearly two years.

ties, knowing his years of experience and labor on child sioner in charge of child hygiene and the numerous health welfare problems, was anxious for his return. Dr. Wilin- units which followed the experimental Blossom Street sky, however, would not hear of leaving the Hospital institution. The Mayor, feeling that even a part-time affiliation was better than none at all, agreed to a compromise - a Dr. Wilinsky's chief work until he took charge of the Beth most happy one, in our opinion. And Dr. Wilinsky returns Israel. Twenty years ago, his attention was first attracted to a former labor of love, this time to assume supervision to the need for the wider application of preventive medicine of the health units.

Dr. Wilinsky is constantly besieged with flattering offers. Recognized as a national authority in his chosen cities, Dr. Wilinsky, who strongly favored this local cenfield, other cities throughout the country wish to avail tralization of all health and welfare agencies, persuaded, themselves of some of his knowledge and experience. He Mayor Curley-then Mayor-to introduce the plan in and health publications want any and all of his articles existed, for seven years, from 1915 to 1922, Dr. Wilinsky on child welfare and preventive medicine. Cities in other developed the unit on Blossom Street, and with it completely. States consult him with regard to their health work. As a won the Mayor's favor. The George Robert White bequest matter of fact, he is at present consultant on several huge in 1922 made the wide extension of the health unit system projects similar to the Health Units in Boston maintained an actual reality, and the next six years were spent in buildthrough the generosity of the George Robert White Fund in ing and putting into operation new units in all the poorer the establishment of which Dr. Wilinsky has had such a sections of the city. notable part.

Is it any wonder, then, that Dr. Wilinsky-having a broad view of his duty, having a remarkable capacity for work, having no fear or thought of the hours he must devote to a given task, having no fear either of adding many more daily problems to his burdens, willing to make personal sacrifices-made this compromise? Here was an opportunity to serve in a wider sphere than the Beth Israel Hospital offered, without giving up his duties there. It is simply a case where an expert, called upon to render a service beyond his own immediate post, answers the call, because he wishes to serve in an even greater measure!

This does not mean that the Beth Israel Hospital will suffer. It means that he has added to his many strenuous duties. It means that he will continue, as heretofore, to give of himself to the utmost of his strength, time, knowledge, experience and ability, in maintaining an intimate, detailed affiliation with every department of the institution

which has his deep affection and major interest.

How great is this affection can best be illustrated by the fact that Dr. Wilinsky is contributing to the Hospital an annual sum of \$5,000—which represents the entire amount of salary he will receive from the city. Thus, he is in effect reducing his own salary by \$5,000, and the Hospital, not Dr. Wilinsky, is benefitting materially by its director's new affiliation. It is an act of extreme generosity, which leaves the Mayor, the Hospital, and Dr. Wilinsky satisfied and pleased:

The name of Dr. Wilinsky properly belongs in the scheme of Boston's public health, for he served the city largely created by himself, which has been vacant for from 1909 until June, 1928: First, as a school physician, then as medical inspector, then as organizer of the Blossom Mayor Curley, appreciating Dr. Wilinsky's capabili-Street health unit, and finally as Deputy Health Commis-

The creation of this system of health units has been and public health measures. Gradually in work as well as thought, he began to emphasize prevention instead of cure.

When the health unit plan began to take root in other astantly in demand as consultant and writer. Medical Boston. Making a careful study of these units where they

GLOBE 2/2/30

Governor and if it acted in its usual slow manner," to erect and open the hospitals for which \$16,000,000 was recently appropriated. Mayor Hosts to Chief

With more than 2200 members and women guests of the Massachusetts Department of the American Legion crowding every available dining room on the second floor of the Hotel Statler, and 400 ticket purchasers turned away for lack of accommodations, at the Legion's annual "gettogether" and reception to National Commander O. L. Bodenhamer last night, the maitre d'hotel's office revealed that it will be a physical impossibility for women to attend future annual Legion banquets

Legion committeemen admitted last night that future banquets of the State department will probably be either "stag" affairs or admitting Legion Auxiliary members or "Gold Star Mothers."

"This is the largest hotel banquet ever held in the city of Boston," said an official of the hotel. "It exceeds last year's annual Legion banquet here which held the record until today."

Every Inch of Space Taken

The statistics for Boston's "largest hotel banquet" were staggering. While the hotel officials were too rushed to compile many figures, it was estimated that 25,200 pieces of china and glassware and 14,700 knives, forks and spoons were used in serving the Legion guests, who were seated in the main ball room, the stage, the foyer, the Georgian room, and two other private parlors.

When speaking began, the guests in the outside dining rooms crowded into the ball room where standing room alone was available. From the top of the stairway in the foyer to the last backdrop of the stage, every inch of room was occupied.

Ovation to Bodenhamer

The crowd, colorful with the Legion dress uniform of the men and the evening gowns of their women guests, gave storms of applause to the guest of honor, Commander Bodenhamer, as he began his speech. His address was broadcast over Station WBZ-WBZA, with a personal message to the vet-erans in the hospitals who were "lis-

erans in the hospitals who were "listening in' on the banquet.

In his remarks to the veterans in the hospitals Commander Bodenhamer criticized Congress for its delay in building Government hospitals for the disabled World War veterans and remarked that it would probably take the Government "two or three years,

"There are 18,293 disabled World War veterans," he said, "and 5543 are being cared for in city, county and State institutions. These 5543 men are not in Government hospitals, as they should be and have a right to be under existing laws. The Legion has and will continue to fight for improvement of this bad state of affairs.

Governor Praises Legion

Gov Allen declared the American Legion is the logical repository and guardian of the cause of patriotism is this country and that there can be n greater comfort to the lovers of ou land than the thought that the mil lions of men and women who risker all for their country in the World Wa still stand organized and ready to serve again under the banner of th American Legion.

'Tonight as I look at this great gath ering I am impressed as never befor by that bond of friendship which weld together into a single organization th millions of men who served their coun try in the World War," he said. "Th noble sentiment of comradeship ha brought you together this evening t do honor to the commander-in-chie of the American Legion,

Honor in Sacrifice

"War is a grim tragedy and compared with the havoc it works, i offers but little compensation. I dare say, however, that none of you me here tonight would care to surrende the great distinction and honor whic you enjoy by reason of your devotio and sacrifice in the World War.

together, and, as the years pass, this movies. friendship will not diminish but grow The r in warmth and ardor."

COMMANDER LUNCHEON GUEST OF GOV ALLEN

Arriving at the Back Bay Station at 1:30 o'clock yesterday morning, Commander Bodenhamer went through a day replete with handshaking, speechmaking, conferences, and "Hinky, making, conferences, and "Hinky, Dinky, Parlez Vous." It was the strains of that famous

art was the strains of that fainties war-time song that met his ears as the train came to a stop, being played by Emmet O'Brien's band from Cecil W. Fogg Post 73, A. L., of Hyde Park, which had assembled at the station with a group of local Legionnaires headed by Chairman Carroll J. Swan, headed by Chairman Carroll J. Swan, Legion Convention Corporation; John D. Crowley, head of the Massachusetts "40 'n' 8"; State Commander John J. O'Connell; Edward F. O'Dowd, chairman of the reception committee, and Dr Joseph H. Hundley, chairman of the Massachusetts distinguished guest committee.

It was the same lilting tune by the band that lightened Commander Bodenhamer's steps as he climbed the Beacon-st entrance of the State House to pay his respects to Gov Allen.

Inspects State House

With National Adjt James F. Barton and Chairman George W. Gardiner of the national distinguished guest committee, who had come with him from Washington, as his suite, Commander Bodenhamer laughingly remarked: "I am accepting every single thing offered," as the Governor suggested attaching to his apparel a stickpin with the Commonwealth seal.

The party, which now included Lieut Gov William S. Youngman, National Historian Eben Putnam and Roger Holden, secretary of the national commander, then went through the Hell of Flage attended by the and sacrifice in the World War.

"Tonight, as we gaze about, we ar reminded of friendships made in the the Hall of Flags, attended by the dark days—when a tottering civiliza-Governor and Adjt Gen Jesse F. Stetion staggered and seemed about to vens of the Massachusetts National tumble over. Nothing can equal the Guard, to the front porch of the State friendships of men who faced death House for newspaper and newsreel together and as the years pass, this requires

The national commander, admitting both stage fright and a chilly feeling, spoke his piece for the talkies, telling his appreciation of the welcome by Boston, the spirit of Legion cooperby Boston, the spirit of Legion cooperation and progress he found here, and of the expectancy of the entire membership to see Boston next October. Then the official group drove down to City Hall, where Mayor Curley presented the national commander an autographed copy of the Year Book.

POST 2/2/30

Mayor Curley makes Fitz chairman of the tercentenary committee. Always knew there was harmony as well as melody in Sweet Adeline.

GLOBE 2/2/30

POLITICS AND POLITICIANS

By JOHN D. MERRILL

The State investigation of the circumstances surrounding the recent pensioning of ex-police officer Oliver B. Garrett of Boston is, evidently, not to proceed with great speed. Last Thursday the House of Representatives adopted a resolve which directed the Attorney General to make such an investigation. The resolve was then referred to the House Committee on Ways and Means, and that committee has stated that it will give a hearing from his presence in the Senate.

on the matter a week from Tuesday. It is assumed that the committee will report, in effect, that the investigation should go on. Then the resolve must go to the Senate, which has already refused to pass an order of a similar kind. If the Senate decides to agree with the House, the matter will go to the Governor for its approvwill go to the Governor for us approvai. Thus there are various places at which the investigation may be killed. And it may be that the second physical examination of Garrett, recently completed, will in some way affect the investigation.

The House resolve, as has been said, directs the Attorney General to make the investigation. But Mr Warner, if he chooses, apparently need not be bound by the vote of the House. Attorney General is a constitutional officer of the Commonwealth; that is, the office was set up by the constitution, and its occupant is elected by the voters of the State. The Legislature, it is said, has no authority to order the Attorney General to do this or do that. He may act as he pleases. There is no reason to suppose, however, that Mr Warner will refuse to carry out the wishes of the Legislature.

The Garrett case is still as much of a puzzle as it has been from the beginning. No one, except those immediately concerned, knows what the facts are or understands why the variou attempts to look into the subject have been blocked in one way or another.

One thing is certain, however, the case has given the Democrats in the case has given the Democrats in the Legislature an opportunity to make political capital in the debates and they have improved it. In the House, as well as in the Senate, a few Republicans have favored the investigation, but for the most part the Democrats have been its active promoters. The Republicans have not appeared in the best possible light from the public standpoint, but that is a disadvantage which the party in power must always

The Senatorial Outlook

The story was that Ex-Senator Wil-liam M. Butler would announce last week his intention of being a canweek his intention of being a candidate to succeed Senator Frederick H. Gillett, but nothing was heard from Mr Butler. Ex-Gov Fuller has been equally reticent. The public, especially the politicians, would like to know what those two Republican leaders have in prind have in mind.

have in mind.

If both enter the field the Republican primary will be interesting. Mr Butler, of course, will have the support of the organization and those who are close to it. Mr Fuller will rely on the strength he has hithertoshown against the apposition of most

of the party leaders-and he has always had enough to win. Some of the ways had enough to win. Some of the old-line Republicans say they would be as well content with a Democratic Senator as with Mr Fuller; they fear he might take sides with the liberal Republicans who are now giving the regulars so much trouble in the Senate. On the other hand, it is known that Mr Fuller believes thoroughly in President Hoover and the ex-Gover-

Opinion on the street is practically unanimous that Mr Fuller would be much stronger than Mr Butler at the polls. This is no reflection on Mr Butler's ability; rather it has to do with his availability. No other Republican in Massachusetts would attract so many Democratic votes as the ex-Governor would attract. The Democrats themselves admit the truth of this

statement, and for that reason some who would like to run for the Senate have no desire to enter a fight against Mr Fuller.

One of the rumors which have been going the rounds during the past day or two is that Mayor Curley appointed Ex-Mayor Fitzgerald chairman of the Boston tercentenary committee in order, possibly, to swing the latter into the contest for the United States Sen-ate. Mr Fitzgerald has stated his intention of being a candidate for Gov-ernor. The understanding is that Gen Edward L. Logan also would like to run for the latter office. Senator Walsh favors the nomination of Gen Logan. Mayor Curley's support would be a valuable asset to either of those gentlemen. The common assumption has been that the Mayor would back Mr Fitzgerald, but the former's intention's are known only to himself. For the reasons just stated, the Democratic nomination for the Senate will be much more highly prized if Mr Fuller decides not to run.

Among the Democrats

The Democrats who live away from Boston would not look with favor on an arrangement designed to give both the Senatorial and the Gubernatorial nominations to this city. Although Boston rolls up a very large Demo-cratic majority in these days, there are a good many other Democrats in the State and they would be far from satisfied if Boston tried to take both of the important nominations on the ticket in a year when the chances of Democratic success seem to be better

than they have been in a long time.

Marcus A. Coolidge of Fitchburg
has been looked on as the most likely candidate for the Democratic nomin tion for the Senate. The Democracs think the name, Coolidge, would be an asset and they know that the Fitchburg man will be able to finance his own campaign—a consideration which is by no means unimportant. State Representative Roland D. Sawyer of Ware has said that he would be this Fall a candidate for the nomination for either Senator or Governor. And there is Joseph B. Ely of Westfield, who is often mentioned for high office, but, in spite of his popularity, has not been elected to one since he retired from that of District Attorney. think the name, Coolidge, would be an

ney.

Boston will have to be satisfied with one of the two important no. inations

this year, and the common guess is that the Democrats in this city will prefer the nomination for the Governorship. Gen Logan has not announced his candidacy for the latter place, but his friends are working for him throughout the city and a definite statement from him is expected in the near future. Most of the politicians say, however, that when the time for the primary comes, either Gen Logan or Ex-Mayor Fitzgerald will have retired.

The prohibition issue, which is plaguing the Republicans so much, does not bother Massachusetts Democrats. It may be that some of the Democratic women will vote against the repeal of the "Baby Volsteed Act" if, as seems almost certain, that question is on the ballot at the November election, but the chances are small that they will allow their opinion on prohibition to shake their loyalty to Democratic nominees for office.

office.

The recent primary in the 2d Congressional District indicated that Congressional District indicated that possibly the importance of prohibition as a political issue may have been exaggerated. Evidently many of the "drys" in that district supported Mr Griggs in spite of his statement that he would vote for the repeal of the 18th Amendment to the Federal Constitution. It will not do to be positive about the situation in that district, however, until after the election. It is quite within the range of possibility that a sufficient number of extreme prohibitionists will vote for one of the "bone dry" independent candidates to defeat Mr Griggs.

GLOBE 2/3/30 AM

Mayors and Selectmen of 15 communities within the metropolitan area of Boston met in Somerville on Saturday and agreed that the taxes paid by their communities for the support of the activities of the metropolitan area are growing too heavy to be supported much longer, and they also agreed that an increase in the taxes on automobiles was the best way to raise money to support these activities. As it is now, the automobile owner has hardly any taxes to pay except the excise tax, the gasoline tax, his registration fee and that for his operator's license.

ADVERTISER 2/2/30

BEST OFFFNSF FOR AMERICA LEGION'S PLI

National Head Tells Policy in Case London Parley Does Not Bring Parity

In the event the five-power naval parley in London fails of a parity agreement involving sub-stantial disarmament, the Ameri-can Legion will demand of the federal government that the United States naval and military defen-sive forces be built up to the point where they are second to none in the world.

This statement was voiced last night by O. L. Bodenhamer, national commander of the American Legion, at a dinner and reception in his honor at the Hotel Statler. More than 2500 Legionnaires and their friends heard Commander Bodenhamer make clear his posi-tion on the Legion's conception of a safe and sane policy of national defense.

COMMANDER'S POLICY

The Legion head said it is the policy of his administration to urge upon Congress the nomina-tion of a commission to study the whole question of national defense and recommend legislation that will lead to the nationalization of industry, resources and man power in the event of war, and eradicate profits from warfare. "We should have a system of

national defense which will provide that no individual or group shall profit at the expense of all in time of war. It should be made impossible for one man to the base of luxury while his sit in the lap of luxury while his neighbor wallows in the mire of the battlefield," he said. Comdr. Bodenhamer referred to

Massachusetts.

PRAISED BY ALLEN

A roar of greeting went up from the guests when Governor Frank G. Allen was introduced. He told the legionnaires that their organization "is the logical repository and guardian of the cause of patriotism in this country." Continuing he said. said:

"In an age when the world seethes with the agitation of destroyers, when nationality is challenged and the foundations

of patriotism are assailed, there can be no greater comfort to the lovers of our land than the thought that the millions of men and women who risked all for their country in the World War still stand organized and ready to serve again under the banner

of the American Legion."

Mayor James M. Curley was unable to be present owing to the illness of his wife and sent as his representative Capt. John J. don, recently named as a soldiers'

don. recently named as a soldiers relief commissioner.

Dr. William H. Griffin, past commander of the Massachusetts de, partment, was presented with a past commander's jewel by past Comdr. Gen. Edward L. Logan. In asknowledging the gift, Dr. Griffin revealed that in 1924 he visited Mayor Curley at City Hall with a delegation from Suffolk County asking permission to hold a county Legion convention in Boston. While Legion convention in Boston. While giving his consent, Mayor Curley suggested that an effort should be made to bring the national convention to Boston in 1930 and said, "When I am mayor then I will donate \$25,000 toward the entertain-

"Last week," said Dr. Griffin, "Mayor Curley made good this promise."

On behalf of the Legion Auxiliary of Massachusetts Miss Anna M. Manion, department president, pledged the active support of the auxiliary in making the national convention in Boston next October

a success.

Capt. William Gustafson of the Metropolitan Opera Co., New York, sang. He appeared in New York yesterday afternoon in "Aida," following which he rushed to Newark and chartered a plane to bring him to Boston.

A State luncheon was tendered the Legion commander at Hotel Statler at 1 p. m. There was no speechmaking.

NOTABLES AT LUNCHEON

In the gathering were: Lieut.-Governor William S. Youngman, Atty.-Gen. Joseph E. Warner, State Secretary F. W. Cook, State Auditor Alonzo B. Cook, Mayor James M. Curley, Rev. Cornelius Reardon, of Waveriey, State chaplain; State Comdr. J. J. O'Connell; former State commanders, Gen. Edward L. the Legion's activities on behalf of Logan, Dr. William H. Griffin, disabled veterans. He deplored John W. Reth and Judge Francis "the great lack of national hospital facilities" and declared that of the Senate; Speaker Leverett L. pital facilities" and declared that of the Senate; Speaker Leverett E. no greater crime can be perpetrated than to continue this conduct. He asserted that jails, poorhouses and penitentiaries are now being used to house disabled veterans for lack of adequate hospital facilities.

Of adequate hospital facilities.

We man' a Auvillary: Miss A M Man and the senate is senate; Speaker Leverett E. of adequate hospital facilities.

The gathering was presided over by John J. O'Connell of Amherst, nion, department president for massachusetts; Miss Mary J. Whitaker, State department secretary, and other auxiliary officials; members of the Govenor's Council.

Comdr. Bodenhamer leaves today for Barre, Vt., and will later go to New York for a meeting of the national finance committee, re-turning to visit Rhode Island and POST 2/2/30

SON NAMED FOR DAD'S OLD POST

Edward Foy, Jr., Will Be City Auctioneer

To fill the position held by his late To fill the position held by his late father during the two previous Curley administrations, Mayor Curley yesterday appointed Edward Foy, Jr., of Dorchester, as municipal auctioneer. The senior Mr. Foy was one of the best-known figures in City Hall previous to his death about a year ago.

his death about a year ago.

Among the first duties of his son will he the sale of the city ferryboat, General Sumner, and Old Armory Hall, at Maverick and Orleans streets, East Boston, within the next few weeks.

HUB FIRM GETS BIG CONTRACT

\$32,000 Granted by Curley to Aid Industry

Explaining his desire to promote industry here, Mayor Curley yesterday granted a contract of \$32,940 to the Hersey Water Meter Company of this city, to supply meters for the new houses which will be built during the

Though there was a total difference of about \$1000 in the bids submitted by six national firms, the Mayor selected the Hersey company in preference to the lowest bidder, stating that the local company had done expert work in the past and that it supplied a majority of the meters now used in the city



HEADS OF CITIES IN BOSTON AREA SCORF TAX R

Mayors Turn Eloquence on Metropolitan District Commission

"ANNEXATION" MENTIONED

Prime Topic of Somerville Meeting Is Not Curley's Greater City Plan

What was scheduled to be a conference of representatives of the municipalities of Greater Boston to discuss annexation to the Hub, through an unannounced switch in the program, resolved itself into the beginning of a campaign for the abolition of the Metropolitan District Commission and a general revision of the present system of taxation in Massachusetts.

As a result, nearly a score of mayors and selectmen from the towns and cities encircling Boston yesterday discussed at the Somerville City Hall, during a four-hour session, subjects ranging from an increased tax rate on gasoline to appropriating a portion of the earnings of the New England Tele-

phone & Telegraph Co.
In calling the conference to order, Mayor John J. Murphy of der, Mayor Somerville, who sent out the invi-tations for a discussion of the merits and demerits of a Greater Bos-ton of 2,000,000 people, explained that the meeting would be an open forum on the burdens of taxation, which were now besetting the people of the towns and cities outside of Boston.

The Somerville executive de-clared that Somerville and other cities were being bled of taxes for projects sponsored by the Metropolitan District Commission.

WANTS MORE TAXES

Mayor Thomas J. McGrath of Quincy started the fireworks by proouncy started the fireworks by pro-posing that there should be an in-crease of one cent in the tax on gasoline, and advocating a tax on the dividends paid to the stock-holders of public utility corpora-tions

He declared that the time had arrived when every form of wealth in the Commonwealth should pay its proportion of taxes and help lift the unfair burden off the home owner and small business man. He scored the New England Telephone scored the New England Telephone & Telegraph Co. as one of the corporations which was escaping its just share of taxation.

Mayor Michael C. O'Neill of Everett made a plea for a curtailment of the activities of the Metro-

politan District Commission. He proposed that all of the earnings of the New England Telephone & Telegraph Co., in excess of 6 per cent, should accrue to the Commonwealth. monweaith.

monweelth.

Mayor John F. Manning of Lynn related how the General Electric Co., with a plant in his city, paid more in taxes direct to the state than all the other industrial enterprises together paid to the city of Lynn. Lvnn.

WALTHAM'S TROUBLES

Mayor Patrick J. Duane of Waltham revealed the troubles of his tham revealed the troubles of his municipality in connection with the Waltham Watch Co. He said that the community of which he was head would have to pay the great clock and manufacturing organization \$285,000 if a recent design for photography. cision for abatement of taxes were

upheld by the higher courts.

The dominant note of the meetmax was a protest of the high-handedness of the Metropolitan District edness of the Metropolitan District Commission, which was charged with forcing on the smaller mu-nicipalities a host of projects. From these projects they derived no benefits, yet had to pay for them in increased taxes. Davis B. Keniston, commissioner of the Metropolitan District Com-mission sat at the side of Chair-

mission, sat at the side of Chair-man Murphy awaiting his turn to rebut the charges.

SEES LEVIES INCREASING

Alongside the presiding officer sat another, Theodore N. Waddell, State Commissioner of Accounts, who later threw a chill over the meeting by telling the municipal heads that instead of levies for civic improvements diminishing they would increase.

Mayor Edward H. Larkin of Medford flayed the Metropolitan District Commission for forcing his city to pay \$24,476 on the Cottage Farm bridge and \$7000 for the Charles river basin, both of which improvements were located in the city of Boston and he said not of any value to Medford. 1

Later Commissioner Keniston in-formed the various mayors and selectmen in the aldermanic chamber that his body was not responsible for the various improvements in the Metropolitan area, but that all had been brought about as a result of suggestions and proposals by the towns and cities themselves and other public organizations.

Mayor Richard M. Russell of Cambridge, while not joining in criticisms of the Metropolitan District Commission, said his city also trict Commission, said his city also had its financial troubles, He called attention to the fact that his city had a greater proportion of untaxed property than any city of its size in the world. He attributed this to the location of Harvard College, Radcliffe College and the Massachusetts Institute of Technology in Cambridge. ogy in Cambridge.

CURLEY IS SCORED

Benjamin L. Schwab, acting as epresentative of Mayor John J. Whalen of Chelsea, scored the ambitions of Mayor Curley of Boston to develop a "Greater Boston" at to develop a "Greater Boston" at the expense of the cities and towns surrounding it.

A letter from Henry I. Harriman, pairman of the Metropolitan chairman of the Metropolitan Planning Commission, was read, in which the writer expressed himself as in favor of an increase in the

gasoline tax. State Commissioner of Accounts Waddell took issue with the various speakers on their stand about going outside of the legal debt limit. He said that the "pay debt limit. He said that the "pay as you go" policy was the only one to be observed if municipal officers would ward off financial disaster

would ward off financial disaster for their communities.

F. J. Hickey, auditor of Brook-line, spoke briefly, asking his hear-ers not to pass judgment on the "annexation-to-Boston" question un-til the whole matter had been given careful and scientific study.

ALLEN LAUDS

"It is impossible to calculate the value of the service which you men rendered in the World War; America never can and never will forget those who made that sacrifice," said Gov. Frank G. Allen today at a luncheon in Hotel Statler to National Commander C. L. Bodenhamer. Commander Bodenhamer will be the principal speaker in the same hotel tonight at a banquet of the State Department of the

American Legion.
"Our country," said Gov. Allen,
"is grateful to the great body of
veterans who are giving such substantial aid in the advancement of good government, who by their example and precept are impressing upon the youth of the nation the important and value of true American citizenship. Here in our Commonwealth those who gave gallant service have assumed an import-ant part in the civic and public ufe

of the State.
"I assure you, Commander Bodenhamer, that in no state among the 48 of this country could you receive a more hearty welcome that here in the old Bay State. Since the early days of the colonial period loyalty and patriotism have been predominant qualities in our inhabitants. Massachusetts is de-lighted to know it would be her pleasure to welcome and entertain the American Legion on the occasion of its annual convention this year."

Before the luncheon Commander Bodenhamer was received at the State House by Gov. Allen and at City Hall by Mayor James M. Cur-

CRITICS OF MASSACHUSETTS CONGRESSMEN IGNORE UPHILL FIGHT FOR STATE'S INTERESTS

By THOMAS CARENS

gress is an ever popular indoor and outdoor sport all over this broad land of the rage in the neighborhood of Boston.

Massachusetts members of Senate and House have received two bumps during president of the maritime division of the Buston chamber of commerce, told a Faneuil hall gathering that New Englanders in Washington were too timid to fight for their rights, and secondly, when Mayor Curley wrote them letters outlining the course they should pursue in future consideration of tariff legisla-

The Davis speech caused particular resentment, for no man in Massachusetts comes to Washington seeking favors oftener than the tall, good-looking and very positive president of the maritime division. And no man has ever received more courteous or more generous treatment from the Massachusetts congressmen. They leave their offices, individually and in groups, to trot around to navy department, shipping board, war department, the White House and elsewhere with Mr. Davis. They second his arguments before cabinet officials and bureau heads, and after he has departed they write reams of follow-up letters to make certain that the government officials have not forgotten Mr. Davis.

NOT ALWAYS SUCCESSFUL

It is true that Mr. Davis does not always obtain results, but that cannot justifiably be blamed on the congressmen. He seems to specialize in forlorn hopez, and frequently carries a heavy low of disappointment when he boards the Senator or the Federal for the homeward journey. But usually he is back again, a week or two later, and he never fails to enlist a batch of a half a dozen congressmen and a senator or two when he starts his departmenal rounds.

The trouble with Mr. Davis-and he is representative of some millions of Americans-is that he does not thoroughly understand Washington, in spite of his frequent visits. He still seems to have an idea that through a combination of political pull and personal wizardry it is possible in Washington to accomplish the impossible. He still thinks of the national capital as it might have been a generation ago, when the federal machinery was comparatively simple, when politics did play a large part in official decisions, and when senators and congressmen perhaps enjoyed a far greater prestige than they do today.

But it is unfair to members of Congress to expect them to accomplish the

same results as their brethren of 30 WASHINGTON, Feb. 1-Baiting Con- or 40 years ago. With the tremendous expansion of the federal government, political pull has slowly diminished. ours, and just at present seems to be all There are men holding responsible positions in Washington who have been selected not because they voted the straight Republican ticket in Minnesota the last week, first when Frank S. Davis, in 1908, but because they happen to be experts in their particular lines. They are interstate commerce commissioners because they happen to know something about railroads, and not because they once organized a thousand railroad brakemen into a Republican marching club. They pass on income tax questions not because they are loya! Democrats or Republicans, but because they know something about taxes.

EFFICIENCY BASIS

Washington was very slowly going on an efficiency basis long before a superefficiency expert arrived at the White House, Therefore when Frank Davis or some other energetic Massachusetts citizen arrives in town looking for something, his request must stand on something more than political expediency. It must have real merit behind it. There has been merit, and lots of it, in the gallant fight he has been making to eliminate the railroad differentials which now benefit Baltimore and Philadelphia at the expense of Boston, but the differential mobile. ton, but the differential problem is so highly complicated that victory can only come after years of agitation and years of experience have demonstrated the justice of Boston's claim. And it will not come any sooner if Mr. Davis goes down to Faneuil Hall now and then and sneers at the Massachusetts members of Congress.

On the particular issue under discussion at Faneuil hall Mr. Davis certainly had no reason to complain. Nobody has any right to accuse the Massachusetts members of neglecting the Boston Navy Yard. Hardly a day passes in which the officials at the navy department are not reminded that there is a yard at the confluence of the Charles and Mystic rivers. The congressmen write letters, they make personal visits, they make speeches, they issue statements, and over the luncheon table at the House restaurant the navy yard is a more frequent topic of conversation than prohibition. Which is saying considerable.

Geographically, the navy yard is in the 10th congressional district, and so, politically speaking, "belongs" to John Douglass, the congressman from that district. But he has never established a prior claim, and has always been glad to have the aid of his colleagues. Charles L. Underhill and Fred Dallinger have hundreds of constituents who earn

their daily bread inside the yard. George Tinkham and John McCormack, the other Boston congressmen, also have constituents there and they realize that it is an important part of the city's life. And A. Piatt Andrew, who is on the naval affairs committee, fights the delegation's battles there year after year.

NO MIMIC WARFARE

And this is no mimic warfare they are conducting against the experts of the navy department. These congressmen realize that ever since the war the navy has looked askance at the Boston vard, and several years ago a special board even recommended that the yards at both Boston and Portsmouth be discontinued. At that time William M. Butler and George H. Moses, very influential members of the Senate, spiked that plan without much delay. But the naval experts have not changed their minds, and Boston might as well realize that it must fight not only for more work at the yard, but even for its continued existence.

It would have been much more gracious for Mr. Davis, when he made his speech at Faneuil hall, to have paid a few compliments to the men who have been carrying on the battle here. He might have praised Congressman Andrew, who is creating all sorts of embarrassment at the navy department with his charts and figures showing that the department is not living up to its promises. He might have said a few kind words for Congressman Douglass, whom Acting Secretary Jahneke a few days ago characterized as the "most persistent fellow" in Congress. And he might have mentioned that Congressmen Dallinger and Underhill and Tinkham and McCormack-the whole delegation, in fact-are doing everything within reason to relieve the distress occasioned by lack of repair

As to Mayor Curley's letter on the shoe and leather tariff mix-up, the complaint was not with the phraseclogy, for the mayor was gracious and polite, but with the implication that Massachusetts members were not already doing everything that can be done. He, too, might have distributed a few words of praise for the House members who did not hesitate last spring to challenge the powerful ways and means committee and demand that protection for these great New England industries be written into the Hawley bill. It must not be forgotten that the original bill kept shoes and leather on the free list, where they had been for 20 years. The threat of a Republican revolt forced the committee to reconsider, and the protective rates were inserted in the bill, subsequently to be ratified by the

LOYAL TO PLEDGES

Massachusetts was able to win this victory in the House because the Republicans there are men and women who believe that campaign pledges should be kept. They are not engaged in a vindictive campaign against the President of the United States, as are certain Republicans in the Senate, and there was a spirit of give-and-take which of course can easily be denounced as "log-rolling," but which is the only method by which a tariff bill can ever become law. The three Democrats from Massachusetts worked just as hard for these shoe and leather rates, but it is only fair to record that when the final tent came, and the bill was up for final passage, Congressmen Douglass and McCormack, two of Mayor Curley's staunchest supporters, voted with the Democrats in opposition. Their argument, and of course it was debatable. was that the evil in the bill offset the good, but if a majority of the House had agreed with them shoes and leather would stand little chance of protection.

On the Senate side New England was not defeated through any tactical errors. Senator Walsh, although a Democrat, put up a magnificent battle, and if logic and eloquence had counted the votes would have been in his favor. With splendid non-partisanship the Republicans in the House have praised Senator Walsh for his efforts, Congressman Underhill, who is about as regular a Republican as it is possible to find, graclously referring to it in his reply to Mayor Curley.

NOT GOOD POLITICS

Mayor Curley's suggestion that the Massachusetts members undertake reprisals against the South and West is not good politics. Some day soon this bill may go to a conference committee of Senate and House, and the conferees may strike a bargain as a result of which hides, shoes and leather will all emerge with a limited amount of protection. But the Massachusetts members can bring that result to pass much more surely by the use of soft words

than by threats. There is no deep resentment toward Mayor Curley among the Republicans in the delegation. They all believe that he was entirely sincere in writing his letters, but they honestly question his judgment. They are not saying that they do not wish to hear from him again, because they do. They have been very favorably impressed by what he has done in the first month of his third term. They think they discern a milder, more tolerent Curley than the man who was wont to dispatch "orders" rather than requests during his first two terms. It would do no harm if he were to make a visit to Washington in the near future to sit down with all the members of Senate and House from Massachusetts and to reveal to them his own plans for Boston, in which every Massachusetts member, whether from the Cape, the Merrimack vailey or the remote Berkshires, is vitally interested.

METROPOLITAN LEVIES SCORED

Mayors and Selectmen of Greater Boston Hit Tax Burden

and other representatives of some 15 new Cottage Farm bridge, an improvedities and towns in Greater Boston ment to which few or none of the agreed that the levies imposed on their citizens of their respective towns had agreed that the levies imposed on their recourse, according to their statements agreed that the levies imposed on their respective towns nat municipalities for metropolitan improvements are inequitable and are rapidly assuming the proportions of stag-

as J. McGrath of Quincy went so far the state budget.

Henry I. Harriman, who was invited Henry I. Harriman, who was invited us in finding some new means of reveaue will not be able to go on." It was the consensus of the mayors and selectmen that the state as a whole should be consensus of mayor and selectmen that the state as a whole should be consensus of mayor and selectmen that the state as a whole should be consensus of mayor according to the hundren of mayor according to the mayor according to the mayor and the mayor according to the mayor and the mayor according to the mayor and the mayor according to the mayo shoulder the burden of many me repolitan improvements such as the northern and southern arteries, instead of said the situation with regard to the making the cities and towns of the lack of a state tax on the large earnmetropolitan district pay the bill.

FAVOR GAS TAX INCREASE

metropolitan planning division. Mayor McGrath also advanced the idea of the state's taxing the dividends of the New pany. "It is time that the state stop grinding down the home owner and

a council of city and town executives

which would act as a check on the activities of the metropolitan district commission while functioning as a consulting body whose approval would be necessary for all projects and assessments ments.

OPPOSE METROPOLITAN PLAN

Many of the mayors and selectmen were under the impression that the purpose of the meeting was to conpurpose of the meeting was to consider the idea of a Metropolitan Boston.

The sentiment revealed on this proposal incidentally during the discussion was for the most part against it.

for the most part against it.
The meeting resolved itself chiefly into a recitation of the financial problems 3-CENT GASOLINE
TOLL IS FAVORED

Meeting yesterday afternoon at Somerville City Hall, the mayors, selectmen and other representatives of some 15 cities and towns in the expension of the financial problems of each of the municipalities represented and particularly the "unjust share they are called upon to bear of the expenditures for metropolitan improvements. Resentment at having the contribute so large a portion for the building of the northern and southern arrevies was general, and a number of the financial problems of each of the municipalities represented and particularly the "unjust share they are called upon to bear of the expenditures for metropolitan improvements. Resentment at having the contribute so large a portion for the municipalities represented and particularly the "unjust share they are called upon to bear of the expenditures for metropolitan improvements. Resentment at having the contribute so large a portion for the contribute so large a portion for

and towns to bear.

A rather doleful picture of the situation was painted by several of the municipal executives, and Mayor Thomas J. McGrath of Quincy went so far

Mayor Michael C. O'Neill of Everett ings of the New England Telephone & Telegraph Company resolved itself into A number of the mayors and select- "special privilege," and he suggested men agreed that the motorist, who is that the state should fix a fair return receiving the benefit of an annual expenditure of \$45,000,000 for roads, and who is enjoying the fruits of the state's benign patronage, offers the most logical and fitting source of revenue to road construction and renair, the most read and fitting source of revenue to road construction and renair, the most read and fitting source of revenue to road construction and renair.

benign patronage, offers the most logical and fitting source of revenue to meet the situation.

Several of the city and town officials concurred in the proposal of Mayor McGrath to increase the present two-cent gasoline tax to three cents, a suggestion recently put forward by Henry I. Harriman, chairman of the metropolitan planning division. Mayor erless to change the present system. Theodore N. Waddell, director of the state division of accounts, also spoke. It was voted to hold a second meeting

pany. "It is time that the state stop grinding down the home owner and put a tax on intangibles such as the earnings of great corporations," he said. "The New England Telephone & Telegraph Company has been paying tremendous dividends and never in all these years has any of the dividends been taxed."

The meeting was called by Mayor John J. Murphy with a view, as stated in the invitation, to "organizing the cities and towns of Metropointan Bosten into a co-operative working organized unit" in matters of common interest.

Mayor Murphy favors the creation of a council of city and town executives.

Allen Lauds Patriotism at Annual Feast of State Department

By ALFRED J. L. FORD Herald Legion Editor

Above and beyond the current question of naval strength at the London conference is a more fundamental principle of national defence and of permanent peace, declared O. L. Bodenhamer, national commander of the American Legion, at the annual get together banquet of the Massachusetts department of the Legion in the Hotel Statler last night.

The great contribution which the United States can make toward permanent world peace, Comdr. Bodenhamer said, would be the passage of a law which in time of war would mobilize every resource of the countryindustry, capital, material and manpower-guaranteeing equal service for all and special profit for none.

PARITY BY REDUCTION

Regarding the Legion's stand in the London conference, he stated that the principle of parity by reduction rather than by construction is the Legion's fondest hope, and that the ultimate results sought by the United States and Great Britain, equal strength, with safe reductions and with the guarantee of permanent peace, are in perfect harmony with the Legion's desires.

While the Legion stands for peace, because it knows war, it will not accept peace at the sacrifice of national honor nor of national security, he stated. Thus is the Legion prepared to defend its demand for the universal draft by which it expects to achieve universal peace.

Comdr. Bodenhamer's address brought to the London parley, just before a storm of prolonged applause from 3000 or more legionnaires and their friends,—universal draft, universal service,—universal draft, universal service, who manifested a whole-hearted apor universal control or mobilization
or universal control or mobilization
—it is a principle that is essential
to the promotion of peace. It is

insistently reiterated note of other agencies represented, when they pledged the state and the city to full support of modern warfare. Not only are the state and the city to full support of modern warfare. Not only are the program for the 1930 national conthese three vital forces essential to a quick and successful conclusion of

TOUCH OF ENEMY STEEL

Comdr. Bodenhamer said in part:

Those veterans in this audience, who felt the touch of enemy steel at Chateau-Thierry, St. Mihiel and the Argonne, stand for peace, because they know war, but they do not stand for peace at any price. And not peace at the sacrifice of national honor, nor of national security. Peaceful, by instinct, and by tradition, the American people should understand that there are times when the preservation of liberty, and of national honor, take precedence over a love of peace. When such a time shall come, if if ever does, then America should be prepared, in keeping with the value of her property and with the magnitude of her people.

Today the people of the world are concerned more with universal peace and the proper protection of their countries' national defence, its cost and its reduction, than with any other subject since the world war, Every nation is watching closely the steps of the naval conference in London. Nowhere is there an organization more actively interested Gov. Allen extended the greetings of in the outcome of that conference he commonwealth after paying tribute than is the American Legion, for the than is the American Legion, for immerican Legion. He said:
was the legion which stood so vigorously against powerful groups in
gurging Congress last winter to
gurging Congress last winter to
which welds together into a single authorize the construction of 15 cruisers.

The legion's stand today is fundamentally the same as it has been since the inception of our organizaion. The ultimate results sought by the United States and Great Britain in this conference—that of equal strength with safe reductions and with the guarantee of permanent peace-are in keeping with the strongest desires of the American Legion. It is our fondest hope that parity will be brought about by reduction, rather than by construc-

EQUAL SERVICE FOR ALL

But above and beyond the current question of naval strength, is a more fundamental principle of national defence, and of permanent peace. It is found in the principle of equal service for all in time of war and special profit to none. The American Legion proposes that this fundamental principle be embodled without further delay, into the basic fundamental principle be embodled without further delay, into the basic fundamental principle be embodled without further delay, into the basic fundamental principle be embodled without further delay, into the basic fundamental principle be embodled without further delay in the fundamental principle be embodled without further delay, into the basic fundamental principle be embodled without further delay in the fundamental principle of national mer of the American Legion. Mr. Lynch welcomed the gathering in the absence of Mayor Curley, whose attendance was prevented by the illness of Mrs. Curley.

The Rev. Cornelius J. Reardon read the invocation, followed by the address of welcome by Vice-Commander Bazil Baw of our land. That it is in harlaw of our land. That it is in har-mony with our efforts in the naval in London is best conference denced by the fact that a resolution, providing for its thorough study by a competent commission, was introduced in the Senate of the United States by Senator Reed, a member of the American delegation

outlined it.

Gov. Allen and William G. Lynch, president of the city council, echoed an and unity—the spirit of one for all, and all for one.

The universal service of capital war, but they would likewise, prove effective in preventing war, provid-ed a plan for their proper use and co-ordination were made effective, during the time of peace. such a fundamental principle w ten into the law of our land, the first great guarantee of permanent peace will have been established.

In view of these facts, therefore, it is my firm conviction that a law should be written, and written now, which would mobilize every man, every industry, every natural resource and every manufacturing enterprise into the service of a common cause, in case of another If you will do that, you will take the profit out of war, as nearly as it can be taken out of international conflict. You will take the burden off the shoulders of the men who carry the rifles, and distribute it equally as between the citizens, whether in or out of uniform. When American capital is

forced to give as freely of its dollars, as American manhood gives of its blood, and when such a principle is written into the law of the land, and made available for use, during the time of national emergencies, then in my knowless. gencies, then, in my humble opin-ion, we will have a fundamentally well prepared nation, and, at the same time, a sincere and peace lov-

ing people. Gov. Allen

organization the millions of men who served their country in the world war. The noble sentiment of comradeship has brought you together this evening to do honor to commander-in-chief of the American Legion.

The American Legion is the logical repositary and guardian of the cause of patriotism in this country. Its membership have been tested by time, and tried by experience. And in an age when the world seethes with the agitation of destroyers, when nationality is challenged and the foundations on which patriot-ism stands assailed, there can be no greater comfort to the lovers of our land than the thought that the millions of men and women who risked all for their country in the world war, still stand organized and ready to serve again under the ban-

The Rev. Cornelius J. Reardon read this the invocation, followed by the address of welcome by Vice-Commander Bazil ar- B. Mulligan. The greetings of the Massachusetts department were extended by Comdr. John J. O'Connell. Miss Anna M. Manion, department varieties of the women's auxiliary, ex-

president of the women's auxiliary, exended the greetings of the women.

Then came the presentation of a past commander's jewel to Dr. William H. Griffin by Gen. Edward L. Logan.
Comrade William Gustafson, a mem-

ber of the Metropolitan opera company, entertained with vocal selections. He sang in New York yesterday afternoon and rushed to Boston by plane to be present last night.

The army was represented by Maj. Gen. Preston Brown, and the navy by Rear Admiral Philip Andrews. There were four bands playing and the crowd, estimated at nearly 2000, filled the main hall and the Georgian room.

Comdr. Bodenhamer put in a busy day. He paid his respects to Gov. Allen at the State House and then paid a quick visit to City Hall.

Then Comdr. Bodenhamer was a guest at a luncheon given by Gov. Allen at the Statler. The commander expressed his gratitude for the efforts made by Bos-ton and the Commonwealth to assure the success of the national convention next fall.

He promised the co-operation of the national officials.

By JOHN E. PEMBER

A mile above the topmost towers of Boston, an almost invisible speck against the blue-black vault of the sky, a solitary airplane shuttles back and forth with mechanical regularity and exactness.

Its occupants are engaged in the meticulous and trying job of making an aerial photographic survey of the city, for the assessing department, and, incidentally, in one of the most unusual and interesting municipal enterprises ever undertaken.

Far below them the mail planes speed on their scheduled courses. Huge passenger machines, their metal sides gleaming like silver in the sun, eager faces showing at every window, sweep majestically toward their appointed destinations. Other planes, small and great, rising from the airport or the waters of the harbor, whirl and circle on a multiplicity of erands. But this lone flier, high aloft, wings its way steadily on a straight north-and-south lane, swerving neither to right nor left, maintaining always the same exact level-the very embodiment of businesslike precision and efficiency.

The plane belongs to the Curtiss-Wright Flying Service, the company that has contracted with the city to make the survey. It is a 180-horsepower Fairchild cabin monoplane, specially assigned for this service, and Edwin T. Ramsdell, official photographer of the Curtiss-Wright company, and the pilot, Joseph Barber, constitute its crew.

FOCUSSING AND TIMING MUST BE ABSOLUTELY ACCURATE

Take a seat—in imagination, of course—beside Mr. Ramsdell as he manipulates the big aerial camera with which the survey photographs are taken. This is no ordinary kodak-snapping stunt, "press the button and get a picture," whose success is worked on a basis of nine parts good luck and one part judgment. For these photographs, focussing has to be accurate to a hair's breadth and timing to the split second. Altitude, speed, atmospheric conditions, light, all are factors of prime importance. Success and fallure are separated by so small an interval that micrometer measurements alone can determine them.

But this particular day—let us say it is in early spring—fulfils all the requirements. The sun is unobscured and so high above the southern horizon that there are no baffling shadows to conceal sidewalk edges and other street level landmarks from the eyes of the draughtsmen who will have the job of lining the completed prints. The trees are bare of foliage and a better view is thereby afforded of streets and squares which otherwise might be almost invisible behind a screen of leaves. There is no excessive wind that would make it difficult to keep the plane on its prescribed course. Let's go!

We take off from the airport and fly

We take off from the airport and fly directly toward the southern border of "Area A," (which comprises the downtown part of the city, South and East Boston and Charlestown), gaining altitude as we go, and, at 5000 feet swing about in a wide circle, ready to make the predetermined "flight" along the assigned lane.

Ever looked on Boston from a mile up in the air? If you haven't, believe me it is an odd aspect the city prepents. The broadest streets and avenues

are reduced to narrow strips criss-crossing a chequerboard of squares which one afterwards finds are the roofs of buildings, all reduced to the same level. The Common looks like a postage stamp of green, intersected by its paths. The State House dome looks up from directly below like some sort of an overgrown dandelion. Automobiles crawl ant-like along the streets, and human beings are reduced to the size of pinheads. Their elongated shadows are far more conspicuous. Beacon Hill is completely flattened out, and tall structures, even the lofty Custom House tower, are scarcely distinguishable from the lowliest chimneys.

HARBOR LIKE BURNISHED PLATE

The surface of the harbor is a smooth burnished plate, upon which ferry-boats and other moving craft etch fan-shaped designs in dazzling white, The vessels themselves, mere cockle-shells, take up absurdly little space, and the wharves and dock buildings are as children's toys.

But the crew of the survey ship are not here to admire the view. It is a common place spectacle for them. Their immediate, pressing business is to take photographs.

Mr. Ramsdell's camera is a queer-looking affair, made for this particular work. It has a 20-inch lens and is equipped with an automatic counter. Its swivel mounting permits it to be operated through the fusilage floor. The exposure lever is actuated by a finger trigger and exposures are timed for 125th of a second.

The flight to be taken on this trip lies parallel to one flown on a previous occasion and slightly overlapping it, because only a small piece from the very centre of each photograph can be used. On the outer areas of the plate the subject of the photograph is taken at an oblique angle, not suitable for the niceties demanded by the survey.

The line of flight is straight and, as has been said, runs exactly north and south. The direction is determined visually, and not by the compass as might be expected. Before going up certain easily identified landmarks on the proposed line have been chosen and the pilot holds his course by these.

"SHOOTS" CITY BY SECTIONS

Let us suppose that our line begins at a point where the New York, New Haven & Hartford railroad tracks intersect Dorchester avenue. We are flying at exactly 1000 feet, which will make our "contact prints," as prints taken from the original negatives are called, on the specified scale of 250 feet to the inch. The pilot lines up successively the roof of the South station, the new United Shoe Corporation building on High street, Postoffice square, the North station, the Hoosac tunnel docks, and the chemical works in Everett.

Meanwhile the photographer, his eye glued to his "finder" and his instrument board, "shoots" section after section of street and square, building and wharf, railroad track and open space flowing so evenly below him.

Using his stop watch he exposes a plate every seven seconds on the average, depending on the "earth speed" of the plane. The camera is manually operated and works substantially on the privale of the pr

operated and works substantially on the principle of an overgrown "Brownie." Two seconds before each "snap" he presses a button which transmits a signal to the pilot to "stand by" and keep the plane steady. After three seconds a picture has been taken and can then manoeuvre his controls so as to bring his ship on her course, if necessary, or increase or decrease the altitude. He alone is responsible for the navigation.

It usually takes about five minutes, under favorable conditions, to make a flight with 35 exposures, and if it were all straight-away work the whole city could be surveyed in a few days. But the necessity of "overlapping," not only on the sides but on the top and bottom of each picture as well, in order to use the precious bit of clear definition in the middle of the plate, with occasional "re-takes" spreads out the time to an extent that would be unbelievable if you had never been told with what exactitude the job has to be done.

Around we swing, manoeuvre a bit for altitude, and then down the next "flight lane we run, snapping merrily as we go. But with the motors roaring and the icy wind cutting even the thick flying suits like a knife, not to speak of the fact that the photographer is intent on his business, verbal explanation is out of the question. We must perforce save our questions until we are back on earth once more.

GREAT SAVING IN EXPENSE

His flying togs off, and looking like a human being again, Mr. Ramsdell speaks interestingly of the job on which his company is engaged. It was undertaken last year, he says, at the suggestion of the assessing department of the city of Boston, which was sorely handicapped by antiquated plans and needed fresh data on which to base a proposed re-valuation of the whole city.

"A transit survey," he explained, "would take seven or eight years and cost the city a million dollars or more. An aerial photographic survey can be done in a few weeks and the Curtiss-Wright company was awarded the contract for \$18,000. We did part of the work last iail, but weather conditions were so bad that we could not finish it before the sun had declined in the south to a point where the shadows interfered with good photography. So work was suspended until April, when it will be finished up.

"For survey purposes," he continued, "the city is divided into two sections: Area A and Area B. Area A, as you know, takes in the down-town region, and Area B includes all the remainder, Roxbury, Dorchester, etc. The agreement stipulates that in Area A the contact prints shall be on the scale of 250 feet to the inch and the enlargement prints, from which the engineers will make their plans, on a scale of 50 feet to the inch. To make these, we have

47 SQ. MILES TO COVER

to fly at a height of 5000 feet.

"The contact prints of Area B must be on a scale of 500 feet to the inch and the enlargements on a scale of

100 feet to the inch. To get these, we must fly at a height of 10,000 feetnearly two miles.

"We have a total area of 47 square miles to cover and in photographing it we fly in lanes about five miles long and 2,200 feet apart. The pictures overlap at the sides and ends, in order that the areas of clear definition in the middle of each can be cut out and 'mosaiced' in the completed whole.

"After the original 'contact prints' have been taken the city engineers pick out some conspicuous point on each, a street corner, the angle of a building. something of that sort, the distance between which will be a multiple of the distance shown on the enlargement to the prescribed scale. They designate the marks on the prints and then we enlarge the photographs in our laboratory until they exactly coincide in scale with the contract specifications.

"The contract requires that the pho-

MAYOR GIVES JOB TO LOCAL CONCERN

Adopting the policy that no work should be sent out of Boston if it can be done in this city, Mayor Curley yesterday approved the bid for water meters of the Hersey Water Meter Co. The bid, \$32,945, was about \$1000 higher than the bid of an out of town concern.

tographs shall be within one degree of high that there is no time to 'snap' absolute accuracy in certain districts and within two degrees in others. Well we have kept within our 1 per cent without any trouble. That is correct enough for all practical purposes and shows what it is possible to do in an aerial survey. Many people thought it couldn't be done at all, and that there would be such a wide margin of error that a survey would be of little value.

"Have you had any exciting experiences while on the job," asked The Sunday Herald man.

"Well, nothing in the shape of an accident," replied Mr. Ramsdell. "We fly at a speed of about 65 miles an hour and take no chances. I always fly with the cabin door open and take my 'chute with me, ready for use. I have never had occasion to use it, althought I should rather like to try it out once.

PLAYING TAG WITH CLOUDS

"We have had some curious experiences while 'parking' up there, waiting for a chance to go ahead and do our photographing. We have clouds and winds to contend with.

Cumulus clouds usually float at about 3000 or 4000 feet and sometimes we have to play a regular game of tag with them, dodging from one opening to another, taking a snap and then hunting for another open space through which we can take a picture which will be afterwards classified and worked into its proper place in the eventual mosaic.

"At 10,000 feet the prevailing winds are from the Northwest and blow practically the year round. This creates the 'wall of wind' which is such a terrible obstacle to aviators attempting the Westward passage across the Atlantic from Europe. They can't make headway against it unless they have great engine power and unlimited supplies of fuel. It goes far to explain the consistent failure of such attempts and the many mysterious disappearances.

"Sometimes we encounter a cross wind, and the pilot has to 'crab' his machine to hold his true North course. The photographer, by means of his instruments, makes allowances for the angle and turns his camera on a swivel to counteract it. If he didn't, we would have a string of serrated pictures interesting to look at but of no use to the city.

"Then we have to compensate for any tilt of the machine. Our contract allows us only 2 per cent. leeway in this and we have to watch the instrument board pretty sharply.

DRIVEN TO LEVELS SOMETIMES

"I have had experience with wind so strong that the plane, while moving through the air at a speed of 60 miles an hour, was actually going backward

the camera fast enough.

"The pilot can also gain ground by a succession of dives, which enable him to use the momentum so gained in getting ahead. But this calls for some pretty complicated navigation calculations and it is usually best to go down and wait for the wind to stop."

"Does it ever make you dizzy?" asked the reporter.

Mr. Ramsdell shook his head. "No." he said. " I used to be a reporter and it used to make me nauseated to go up on fire ladders or to look out of the windows of high buildings, but I don't experience a particle of discomfort in a plane.

WATCH GULLS FOR WEATHER

"We get pretty cold waiting about sometimes and hungry, too, but it's all in the day's work, and we always finish the job if we possibly can. The weather is the only undependable factor.

"The weather bureau helps you was I presume?" was asked.

"Yes, that and the sea gulls," was the reply. "If you want a really dependable weather prophet, watch the gulle. If they don't fly and congregate in flocks on the water or along shore, don't you go up. If the gulls 'wash out' flying, so do we. They seem to have an uncanny knowledge of bad weather coming."

Chairman Edward T. Kelley of the Boston board of assessors is keenly interested in the progress and success of the aerial survey, of which he was one of the original sponsors.

"We need it as one of our working tools," he said to the reporter. "Why, some of our surveys in Roxbury are as much as 15 years old and were made by a private company at that. They are all we have to go on. They are greatly in need of revision.

OLD WAYS OF MEASURING

"I am told that some of the old land measurements were ascertained by sticking a postage stamp to the rim of a buggy wheel and counting the number of revolutions. Pretty primitive wasn't it? One Boston contractor bought a gravel pit from the city containing, according to the plans we had. six acres 'more or less.' The 'more' proved to be a substantial bit of property, for when he came to survey the land, he found that instead of six acres, he had nine. When the gravet was removed he had a valuable bit of property for building use. That would have paid for our aerial survey twice over

"We are contemplating a revaluation of the whole city and we must have ac-curate data before we begin. These aerial photographs are within 1 per cent. of being absolutely accurate and serve the purpose.

serve the purpose.

"Later we will have a transit survey, but it will take a long time and vey, but it will take a long time and vey, but it will take a screat deal of money. With these 15 miles an hour with respect to the ground surface. The only thing to do in such cases is to seek a lower level, where the wind is not so strong, fly to the other end of the lane and take the pictures coming back. The trouble there, of course, is that the speed is so GLOBE 2/2/30

MAYORS OPPOSED TO ANNEXATION

Somerville Meeting Also nection with State legislate would add financial burdens. Objects to State Costs

Organization for Protection

Nine cities and five towns in the Metropolitan District were represented yesterday afternoon at a conference on "City and Town Interests," held in the City Hall, Somerville, by invitation of Mayor John J. Murphy. It was the first conference of the kind in the Metropolitan District.

to Boston and complained of the con- prepared a comprehensive plan of imstantly increasing cost to cities and provement along this line in the Metrotowns of State highways, boulevards, bridges, etc, authorized by State legislation.

It was the consensus of opinion that the Mayors and Selectmen form a permanent organization to oppose at the State House annexation to Boston and protect the financial interests of cities and towns.

Many Leading Officials

There were present Mayors Richard M. Russell of Cambridge, Michael C. O'Neill of Everett, Thomas J. Mc-

Grath of Quincy, Patrick J. Duane of Waltham, John F. Manning of Lynn, and Edward H. Larkin of Medford. Mayor John J. Whalen of Chelses w s represented by his private secretary, Benjamin L. Schwalb; Mayor Sinclair Weeks of Newton by R. V. Collins, president of the Board of Aldermen; Mayor J. Leo Sullivan of Peabody by City Solicitor Louis F. O'Keefe. body by O'Keefe.

Towns represented were: Lexington, by Selectman Theodore A. Custance; Brookline, Fergus J. Hickey, town auditor; Milton, Kenneth D. Johnson, chairman of the Board of Selectmen; Swampscott, Dr Howard K. Glidden, chairman of the Board of Selectmen; Arlington, Luke A. Manning, chairman of the Board of Selectman.

of the Board of Selectman.
Others included Davis B. Keniston, chairman of the Metropolitan District Commission; Theodore N. Waddell of Winthrop, State director of accounts; Thomas M. Hinckley, acting director livision of municipal and industrial research of the Massachusetts Institute of Technology, and Joseph F. Base of the same institution, specialist on municipal administration. on municipal administration.

Murphy Urges Home Rule

The meeting was called to order in the Aldermanic Chamber by City Clerk the Aldermanic Chamber by City Clerk Norman E. Corwin, who presented Mayor Murphy as presiding officer. The Mayor outlined the purpose of the conference and reviewed certain assessments for public improvements authorized by the State which he con-sidered excessive. He feels that cities and towns should have some voice in the matter of pub-

have some voice in the matter of public improvements for which they are called upon to pay large sums of money derived from the taxpayers. He spoke strongly against annexation

to Boston, which, he maintained, is the only city that favors annexation— and that in its own interest. He said he had called the confer-ence in the hope that an organization would be formed to protect the interests of cities and towns in the Metropolitan District, particularly in connection with State legislation which

Medford and Quincy Protest

"If you want improvements, you will have to pay for them," said Mayor Larkin of Medford. "My city is obliged Executives and Selectmen Propose to pay its share of the cost of all public improvements in the Metropolitan District. The State should give cities and towns more time in which to repay borrowed money."

Mayor McGrath of Quincy favored united action by cities and towns in opposition to heavy assessments for public improvements not asked for

by them. "Quincy paid \$45,000 towards the cost of the new Cottage Farm Bridge, which is not used by Quincy people to any extent," said Mr McGrath. "It is high time to change the State financial policies. There shoud be an equali-Every speaker opposed annexation zation of taxes and there should be politan District. Automobile owners should pay the entire cost of State highways. Registration fees for pleasure cars and gasoline tax should be materially increased."

to Cambridge and Everett Views

Mayor Russell of Cambridge said the conference was a step in the right direction. He referred to the large amount of non-taxable property in Cambridge, a city which contributes largely towards improvements in the Metropolitan District.

Mayor O'Neill of Everett reviewed the needs of that city, told of its financial condition and suggested that the Metropolitan District Commission curtail improvements and give cities and towns an opportunity to spend money on much needed local improvements.

He thought it would be well to increase the registration fee on pleasure cars. He also expressed the opinion that the State should derive a fair return from the profits of the New Eng-land Telephone and Telegraph Company.

Check Expense, Says Duane
Mayor Duane of Waltham said a check should be put on Metropolitan check should be put on Metropolitan District improvements and expenses, and he strongly favored the suggestion to increase the gasoline tax and registration fees. "Somerville should not pay one cent of the cost of the Northern artery, which is of no benefit to the city," he declared. "The entire cost should have been taken care of by the State and collected from the motorists, for whose benefit the artery was ists, for whose benefit the artery was created."

"The Mayors of the Metropolitan District have been asleep a long time and it is high time they woke up and made plans to protect the interests of their cities," said Mayor Manning of Lynn. "The taxation system of the State is wrong and many of its features should be changed for the good of the general taxpayer. Many improvements should be paid from the income of the Public Works Department, instead of assessing cities and towns." "The Mayors of the Metropolitan

Pay as You Go, Manning Plan

Selectman Manning of Arlington told the conference that his town prefers to employ the pay-as-you-go policy, even though pended improvements have to be delayed. We seemed to well for city

and town officials to meet in confer-ence on matters of mutual interest. Dr Glidden of Swampscott said no city or town in the Metropolitan Dis-trict wants to be annexed to Boston or wishes to participate in a Greater Boston Council at the present time. United action should be taken to diminish Metropolitan District assess-

Selectman Johnson of Milton, it opening, said: "I am disturbed by listening to the tragic conditions that exist in some cities of the Metropolitan District. This meeting seems something like a wake."

He stated that the town of Milton is prosperous and its residents happy. It is well to organize against annexation to Boston which, he said, would not prove in any way beneficial to the other cities and towns in the Metropolitan area.

politan area.

"Boston is complaining of its expenses," continued Mr Johnson, "She favors annexation to get relief. Her real value comes from nonresidents who spend their money in that city, and if they discontinued so doing Boston's financial condition would be nitten. ton's financial condition would be piti-

ful. We must believe in our ability to work out our own problems. Milton will take care of her affairs and you

Mr Schwalb, speaking for Mayor Whalen of Chelsea, opposed annexation and the proposition to add to the expenses of automobile owners,

Keniston Speaks for Board

Davis B. Keniston, chairman of the Metropolitan District Commission, told the meeting that the commission is popularly blamed for following the orders of the Legislature in the matter of improvements conceived by either the Metropolitan Planning Division or some State Department. The commission, he explained, seldom takes the initiative in recommending improvements.

The commission never has anything to do with assessments levied on cities and towns. This is done by direct legislation or decision of a special commission appointed by the Supreme Court, and the proportion is regulated on a basis of valuation and population. A special commission prepared the assessments with the cost of the Cottage Farm bridge, and assessments on the Northern Artery were fixed by an act of the Legislature. The commission never has anything

Mr Keniston predicted that demands for improvements in the Metropolitan District will continue, rather than diminish, during the next 10 years.

Waddell Warns on Debt Limit

Theodore Waddell, State director of accounts, reviewed the present financial condition of cities and towns in the Metropolitan District. A majority of towns, he said, are adhering to the pay-as-you-go policy, and this by preference.

He registered a warning against borrowing outside the debt limit and said loans for new school buildings should not be for more than 10 years. should not be for more than 10 years. A city entering upon a major project should prepare for at least 10 years ahead. It is better, he said, to get needed money from taxation than to borrow outside the debt limit, and advised shortening loans.

The conference adjourned to meet at 2:30 next Saturday afternoon at the Cambridge City Hall when, it is expected, a permanent organization will

pected, a permanent organization will be effected.

POST 2/2/30

Legion Head Denounces Neglect of Veteran---Says Organization Backs London Naval Parley

Members of the American Legion and its auxiliary thronged the Hotel Statler last night and heard National Commander O. L. Bodenhamer hammer against the government's laxity in dealing with disabled veterans and urge support for the Legion's bill calling for the drafting of all resources, including capital, man power, industries and materials in time of war.

OVERFLOW MEETING

The meeting, arranged by the State Department as a reception and ban-quet in honor of the national commander, brought one of the greatest turnouts in the history of the Legion. The crowd was too large for the spaother dining rooms and overflowed into other dining rooms and private rooms.

Led by Governor Allen, State and bity officials promised the full resources of the Commonwealth to make the October national convention of the

sources of the Commonwealth to make the October national convention of the Legion the greatest in its histor.

Commander Bodenhamer struck out with vigor and force against those who would disarm the country in times of peace, and called upon the citizens to stop the shameful disregard of the rights and needs of the disabled men. He pointed out that many veterans are in jalls and penitentiaries because they cannot be taken care of by hospitals, and he pledged the Legion to a programme that will have as its obprogramme that will have as its ob-jective the proper care of every disabled veteran.

Supports Naval Envoys

The head of the Legion also took occasion to announce the complete support of the organization in the naval negotiations now being carried on in London by the five large naval powers.

The speaker brought the audience to high pitch of enthusiasm when he a high pitch of enthusiasm when he brought out the fact that the disabled veterans are in need of assistance. "No greater crime against American patriotism could be committed by the American people and their Congress than to neglect the care of the disabled," he stated.

"Congress and the people have waited too long now. There are 18,293 disabled veterans is the hospitals of this country and of these more than 5500 are in city.

and of these more than 5500 are in city, county and State institutions. They are not in government hospitals, where they should be, and where they have a right to be under the existing law. Yesterday 71 veterans died and nobody no-ticed it, excepting their immediate families. If 71 men were listed on the casualty lists 10 years ago, there would have been mourning all over the coun-

American Legion to remain true to these disabled men and to see that the government gives them the rights to government gives them the rights to which they are justly entitled. That is the first phase of the Legion work for the year 1930. the year 1930.

Universal Mobilization

"The second phase is to secure in Congress legislation that will call for

the universal mobilization of all resources in time of war, a principle of national defence which the Legion is trying to have studied by an able commission in order to enact into the basic law of our land.

Today the people of the world are concerned more with universal peace and the proper protection of their countries' national defence than any subject since the World war. Every nation is watching closely the results of the naval conference in London, Nowhere is there an organization more interested in the outcome than the American Legion.

American Legion.

"The ultimate results sought by the United States and Great Britain in this conference, those of equal strength, with safe reductions and the guarantee of permanent peace, are in keeping with the strongest desires of the American Legion. It is our fondest hope that parity will be brought about by reduction, rather than by construction.

"But above and beyond the current question of naval strength is a more fundamental principle of national defence and of permanent peace."

fence and of permanent peace.'

Governor Praises Legion

Governor Allen received a lengthy ovation when he arose to extend the welcome of the Commonwealth to Commander Bodenhamer. His frequent references to the coming national convenerences to the coming national conven-tion in Boston were greeted with en-thusiasm, and the audience 'cheered wildly as the Governor pledged the re-

wildly as the Governor pledged the resources of the Commonwealth to the success of the convention.

The Governor praised the work of the Legion and suggested that it is "the logical repository and guardian" of the cause of patriotism in this counor the cause of parriousm in this contry. Its membership has been tested by time and tried by experience. In an age when the world seethes with the agitation of destroyers, when nationality is the largest than the cause of the tionality is challenged, and the foundations upon which patriotism stands assailed, there can be no greater comfort to the lovers of our land than the thought that the millions of men and women who risked their all for their country in the World war still stand organized and ready to serve again under the banner of the American Legion."

musical entertainment was furnished by William Gustafson, a mem-ber of the Marlboro Post, who yesterday afternoon played an important role in Aida at the Metropolitan Opera House in New York. Gustafson, at the close of the matinee, rushed to Newark and caught a specially-arranged airplane, which landed him in Boston in time to appear at the banquet.

Pleased With Hospitality

At the noon luncheon tendered National Commander Bodenhamer by Governor Allen, at the Hotel Statler, the distinguished visitor declared that if distinguished visitor declared that if the hospitality and good-fellowship shown him could be taken as an indi-cation of what is in store for the vis-iting legionnaires here next October, he felt confident that the national con-vention of the legion in Boston would be the best ever held by the organiza-tion.

The warmly thanked both Governor Allen and Mayor Curley, who was also

at the head table, for the financial and moral support already given the convention. He said that he would guarantee the support of every national officer to make the 1930 convention the greatest ever.

In welcoming Commander Boden-hamer, Governor Allen pledged that the State would do its utmost to make the convention this year a banner one in the history of the national organi-

When Commander Bodenhamer and zation. When Commander Bodenhamer and the national adjutant, James L. Barton, arrived early yesterday morning they were met by a reception committee and escorted by a band to the Hotel Statler. Later in the morning the national commander called upon Governor Allen at the State House and upon Mayor Curlev at City Hall. ley at City Hall.

TRAYELER 2/1/30

Old Age Pensions

People's Editor:

For many years periodically there has been talk and agitation about old age pensions, but it remains for Mayor Curley to bring matters to point where some real progress may

Objections will of course be made by interested parties that the money to be raised to pay the pensions should not come exclusively upon the owners of autos and that it might be more justly placed upon wealthy people with large incomes. The fact remains that some action in the fair treatment of worthy people, who happen to be 45-60 or more years old, must come soon.

If the United States was poor or poverty stricken there would be good excuse for longer delay, but as the matter stands there is no reason why the underdogs in our boasted prosperity must beg, starve, or commit suicide because of utter discourage-

While it is true that misery likes company there comes a time when too much misery is not congenial and grows very tiresome and monotonous,

There is a certain class of people who are by nature too proud to beg. and stand in line for bread, being too honest to steal. Now the problem is: What can be done, and done before these copie have a few flowers placed on their last resting p e in this selfish old world? Hyde Park. W. A. BRACIE

POST 2/2/30

HYDE PARK IS ALL FOR BOSTON NOW

Tense Anti-Annexation Feeling of 1912 Thing of Past---Even the Leaders' Minds Changed

Now that arguments for and the "bought" business men who had backed the into-Boston move. against annexation to Boston are the favorite subject of suburban conversation, Hyde Park folk are back in the limelight again-after almost 20 years.

It was in 1912 tht the town of Hyde Park went out of existence and the old community became just one more Boston ward.

LOOK AT HYDE PARK

The row which raged just before and just after the change was a good one while it lasted, but its echoes had long since faded from the public ear until, within recent weeks, disputants in Cambridge and Medford and Winthrop and Revere and Chelsea started saying,

and Revere and Chelsea started saying, with varying degrees of bitterness or triumph, "Well. look at Hyde Park!" That's OK with Hyde Park.

Hyde Park modestly admits that it could stand a little looking at. Hyde Park thinks it's pretty good. A cross section of Hyde Park citizens, interviewed last night, admitted as much. According to the almost unanimous verdict of the old-timers who had a hand—and often a pair of fists and a tongue and a pockethook—in the final annexation fight in Hyde Park, there annexation fight in Hyde Park, there aren't even embers left of the original flame of protest against the "Boston grab."

There were irreconcilables, of course, but the years dealt with them. Many moved to communities which no city could hope to "steal." Many died. Many decided, like good losers, to keep their

unpopular opinions to themselves.

There was no handing down of the tradition of the "Independents" who, when the Hyde Park annexation was first put through, half-masted their flags, resigned from their churches, and attempted commercial boycotts of

Changed His Mind

The feeling of a large proportion of the original anti-annexationists was expressed last night by William E. Norwood, veteran town and ward Republi-

can committeeman.
"I fought the abandonment of Hyde Park's independence," said Mr. Norwood, "and I fought it hard. We did our best to block it in town meeting

and in the Legislature.

and in the Legislature.
"Well, I've changed my mind. I think
most of the old 'antis' have done likewise. Hyde Park is better off today
because it has had Boston improvements. We have better hospital facilitics better mulic hulldings, better fire ments, we have better nospital facilities, better public buildings, better fire and police departments, better public utilities. As a town, Hyde Park could not have done much for itself. Projectly valuations have not increased sufficiently to have paid for modern progress in the community. Boston has paid our bills for the things we needed in a civic way. I'm glad we are a part of Boston."

Another one-time opponent of Hye's Park's coming into Boston is, at least, reconciled to present conditions. the Rev. George '.V. Owen, pa pastor of First Congregational Church of Hyde Park.

Dr. Owen's contention, in the first place, was that annexation should have been effected by recourse to the now-much-discussed "borough system." He believed Hyde Park—and possibly other suburban communities-could well come into Boston's fold, yet retain a degree of their local autonomy.

Just as Well Off

Failing to safeguard that autonomy, Hyde Park ought to stay out of Boston, Dr. Owen thought 20 years ago. Now, he does not believe Hyde Park is worse off than it would have been otherwise. One great argument against annexation in 1912 was that Hyde Park was dry, by local option, and Boston was wet. That argument has been more or less eliminated by national more or le

Death has silenced many of the older generation of Hyde Park residents who, in their hearts at least, regretted the passing of their home town's in-dividual existence, it was then sup-

Fred Hutchinson, associate justice of Dedham District Court, lost his job as clerk of the Hyde Park school board, when H de Park ceased to have a school board. He is now dead.

Another who has passed on is William W. Wragg, veteran deputy sheriff and crier of the Norfolk Superior Court. He found his home whisked out of Norfolk and into Suffolk County by the annexation of Hyde Page.

by the annexation of Hyde Park.

John H. Wetherbee, chief of Hyde
Park's fire department at the time of the annexation, couldn't help but be a little worried as to how his job would turn out with Boston's commissioner dictating things. As a matter of fact, the first change for Chief Wetherbee was a raise in pay, his old friends recall. He, like many more of the smoke-eaters of his day, is dead.

Got \$1000 Raise

A veteran who is still at his accustomed post-and still satisfied that annexation was a good notion-is Police Captain Robert E. Grant. He got a pay boost of \$1000 a year when he was absorbed into the Boston department, and he's been earning it ever since.

James D. Grant, chairman of the Hyde Park board of selectmen before annexation, opposed the change in his community's status. He no longer lives in Hyde Park-but he does live in mu-

nicipal Boston.

The Rev. Guy Lamson, another leader of the anti-annexation forces, has been out of touch with Hyde Park residents for many years. He moved away.
Of the Hyde Park folks who always
did and still do believe that they're better off as Boston voters, there remain

James E. Cotter, veteran Boston at-

torney, is one.

hundreds.

torney, is one.

"I was originally in favor of annexdtion," he said last night. "I have found
no reason to change my mind."
Police Captain Grant was equally concise. "I hear no complaints," he said.
Representative Joseph A. Logan declared himself convinced that Hyde
Park sentiment has swung almost solidly to belief in the benefits of alliance idly to belief in the benefits of alliance with Boston.

"We're better off in everything but streets," he said. "You can always tell when you're in Boston by the bumps in the paving."

Frank J. Corrigan, veteran of many a year in Hyde Park police, said he be-lieved his community better off as part of Boston-even with the paving taken into consideration.

He said that a few chronic kickers will always feel that they aren't getting enough municipal patronage, no matter what is done for them.

"The only way to satisfy 'em," he summarized, "would be to move the Eoston City Hall out here to the square and let 'em run it.'

POST 2/2/30

METROPOLITAN TOWNS FIGHT ASSESSMENT PLAN

of metropolitan improvements was burden, noon at an unusual meeting in Som-erville City Hall, where Mayors and other representatives of cities and towns in the metropolitan district met and laid plans for an organization to fight for the rights of this area of the State.

AGAINST GREATER CITY

Most of the mayors and selectmen came to the conference believing that was called to discuss the plans for a Greater Boston and took occasion to go on record against the project. It turned out to be a mutual exchange financial worries and was characterized by one member as a wake. It was suggested that new sources of revenue be found by taxing dividends of large corporations and several advocated an additional gasolene tax to make the automobile owner pay more what he is getting.

After the spokesmen for 14 different communities had had their say about Metropolitan assessments, some de-pressing news was forthcoming from pressing news was forthcoming from two experts, Davis B. Keniston, chairman of the Metropolitan District Commission, and Theodore Waddell, State Director of Accounts. Mr. Keniston told them that under the statutes, assessments are automatically levied in proportion to the communities' populations of the communities' populations and the Waddell. lation and valuation, and Mr. Waddell gave the opinion that they as a district, were going to spend more rather than less.

Before adjourning late in the afternoon, they agreed to meet again next Saturday afternoon at 2:30, in the Cam-bridge City Hall, as guests of Mayor Richard M. Russell.

Mayor John J. Murphy, who called vesterday's conference, delivered the keynote speech of the meeting by calling attention to the constantly increasing burden that is being placed on the cities and towns in the district by the improvements which all were called upon to pay. He dismissed the metropolitan city plans by saying: "I don't think there is any sentiment outside of Boston for a Greater Boston. If for census purposes it is desirable to call the entire district one city, then a legislative act could be passed to call the entire district within 15 miles of Bos-ton 'The Hub.'

Would Change Policy

Mayor Thomas J. McGrath of Quiney struck a responsive cord when he an-nounced that "the time has come for s change in the entire metropolitan district policy." He said that every Mayor or Selectman present could slash 15 or 20 per cent of the property valuation in their respective cities and towns and it would still be too high. He commented on the fact that Med-He commented on the fact that Med-ford paid \$24,000 toward the cost of the Cottage Farm Bridge and stated that Quincy had to pay \$45,000 as her share and the citizens of that city seldom used the span across the Charles

burden," he declared, warming up to his subject, "is because we have shouldroundly denounced vesterday after- ered it uncomplainingly for such a long

exists because it has been a matter of backscratching. We went to the Legislature and got something we really didn't need just to get our slice of the pork. Now we want to change all that. We want the Legislature to know that it can't continue to grind down the home owner, who is already paying far more than his share.

"It is time to tax dividends and earnings of corporations—the taxation of intangibles and earnings. The New Eng-Jand Telephone Company pays tremen-It dous dividends and during all these years not one of these dividends has been taxed.

No, we should all make a little bit of a sacrifice and not ask the Legisla-ture for one thing to see if we can bring about a change in policy. We want to see if we can't get away from the hit-or-miss system—it seems to be

missing the right parties.
"The time has come to take a united stand against the automobile owner," Mayor McGrath continued. "There is not a problem as bad as the automobile owner, not personally, of course, but as a class. He causes all of our conges-tion and increased police forces and he gets away with a very meagre assessment. I don't know how the excise tax has worked out in your communities, but in Quincy it has been lament-We used 75 per cent of the estimate furnished by the State in our tax levy and we have not been able to reach that. Now, if the owner is going to have easy access to every part of the State, he should pay privileges." for his

Mayor Russell of Cambridge stated that he believed much good would come from the gathering and that he had a good many financial problems in his own city, without attempting to solve those of Boston and Greater Boston at present. He said that he did not suppose there was any city in the entire country so burdened with tax-exempt property as Cambridge.

Would Stop Improvements

Mayor Michael C. O'Neill of Everett told of the municipal needs of that city and said that while they were trying to solve them another metropolitan improvement had been suggested, an underpass at the Revere Beach Boulevard. "I believe," he stated, "that the Metropolitan District Commission should curtail its developments and proportion them over a period of years under a more scientific system. I believe in an increased gasolene tax, but I am opposed to further taxing of com-mercial vehicles and trucks. There are thousands now riding on the back of

industry.
"I believe that the citizens of the Metropolitan district should be represented on the Metropolitan District Commission," Mayor O'Neill continued. "Many of their projects come up at a time when the mayors of the cities effected by them are busy on matters

As to dividends of corpora tions, I have long been of the opinion that these very fine returns to stockholders resolve themselves into nothing but special privilege. Everything above 6 per cent should revert to the State."
Mayor Patrick J. Duane of Waltham asserted that "the Metropolitan District

Commission has been getting away with too much for too long a time." He said that the commission has done splendidly for Boston and Cambridge. but if it did not come out to Waltham soon, it would hear some music. He said that he was in favor of an additional gasolene tax and warned the mayors and selectmen to be careful

about taxing industries.

Mayor J. Fred Manning of Lynn said that his city has been required to do several things that other municipalities He then said in the district were not. He then said that the taxation of savings banks and trust companies in the cities go straight to the State and is used by the State, while the cities are required to pay for the police and fire protection of their

property

Autoists Get Off Easy

He said that the General Electric Company pays more to the State than Lynn gets from all other industries in the entire city and while \$45,000,000 is spent on roads in a year, the automobile owners paid only \$12,000,000 toward it. He advocated that all highway and metropolitan improvements should paid for by the entire State. He cle He closed by saying that the corporations should not be benefited over the individuals and that these concerns were well able to look after themselves.

Dr. Howard K. Glidden, chairman of the Swampscott Selectman, told of the attempt to assess Essex county with a part of the cost of the northern artery. He said the cities and towns in the county got together, presented their facts and were finally relieved of the assessment

"No municipality wishes to add itself to Boston, or wishes to come into a metropolitan council," said Dr. Glid-

Selectman Kenneth D. Johnson of Milton poked a little fun at the other members of the gathering when he said that they seemed to be attending some sort of a wake and commented on the fact that in Milton they inherited no disastrous conditions from a preceding administration. He said that the \$12,000 which Milton was assessed as its share of the Cottage Farm bridge was the worst example of what it was called upon to pay for metropolitan improve-

ments. "I thought that the chief purpose of "I thought that the chief purpose of this conference was to discuss the annexation to Boston," said Selectman Johnson. "No one has yet given any specific suggestions to show that the cost of maintaining Metropolitan activicost of maintaining Metropolitan activi-ties can be reduced. Boston has con-sistently complained that she is paying too much. Evidently Boston is trying to project a scheme which would re-duce the cost to herself and put it on other places. That's an example of big-hearted generosity.

"Now the citizens of the cities and towns in the district go to Boston to spend their money. If they did not, Boston would be in a pitiful plight, Before Boston does anything less, she

Benjamin L. Schwalb of Chelsea said that he represented Mayor Whalen of that city, who asked him to be put on record as opposing a Greater Boston. He said that Mayor Curley attended a hearing recently and told the people of East Boston that if they did not want oil tanks there, it was all right with him and the tanks could be moved over into Chelsea. He commented on the amount of tax-free property in the the amount of tax-free property in the city and said that the government maintained a Naval Hospital, Soldiers' Home and Light House headquarters there. "In fact, the government has about everything in Chelsea out an Indian reservation," he concluded. Fergus J. Hickel, a member of the board of auditors of Brookline, said that it was a little early to express opinions on a Metropolitan Boston. He said that judgment should be reserved

said that judgment should be reserved on that matter, a condition exists which threatens to snuff out the commercial life of a potentially important

Chairman Keniston stated that his commission had almost nothing to do with assessing the costs of new improvements. Of the projects now pending before the Legislature, he stated, not a single one was endorsed or opposed by the commission. He told of the early studies of proportioning as-sessments and said that making population and valuation the basis, was finally incorporated into the law.

He stated that he had felt for a long

time that there should be a programme which included a given amount each year for new improvements and that he believed that the parks district should be divorced from street im-

provements.

Not Up to Commission

As to the Northern Artery and the Cottage Farm bridge, he stated that the commission had nothing to do with dividing the cost of these projects. He said a commission was appointed levy the cost for the artery and finally turned it back to the Legislature, ly turned in back to the Legislature, commission was appointed to which fixed the sums to be made, and that a commission divided the cost of the bridge.

He advocated the pay-as-you-go policy for new projects and said that he did not believe we would ever get to the point where Boston and the other cities and towns will have all the improvements they wanted. He said that during the next five years much of the bonded indebtedness will mature. He concluded by saying that he did not believe there was any project now pending which was so necessary that if we cannot pay for it now we can-

not do without it.

. Waddell smilingly said that these problems were the same now as they were 20 years ago, and in another score of years they would still be with us. He gave a little talk on municipal in-debtedness and said that he was against special acts, because once a town started them, they came back to the Legis-lature again and again and it was necessary to pay off \$1 of indebtedness at an expense of \$1.60. He also said that he believed the debt limit was at an expense of \$1.60. He also said that he believed the debt limit was just a little bit too low. In answer to a question by Mayor Murphy, regarding the future of the district's expenditures he said: "As a district you are going to spend more and be in debt more, rather than less. If you will gradually shorten your loans, you will be better off."

Other speakers were Selectman Luke

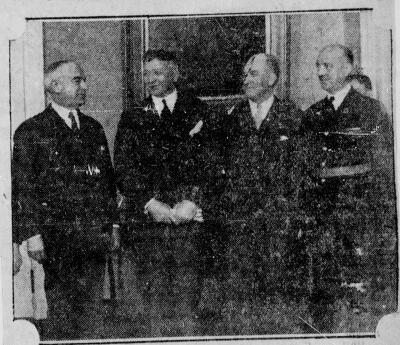
be better off."
Other speakers were Selectman Luke
A. Manning of Arlington, Mayor Edward H. Larkin of Medford, President
Roy V. Collins of the Newton Board
of Aldermen, and Selectman Theodore
A. Custance of Lexington. Mayor

ought to present something better to us who contribute to her prosperity than the London scheme. London is pretty far away."

Benjamin L. Schwalb of Chelsea said

TRAVELER 2/1/30

National Legion Head Visits Allen and Curley



Gov. Allen greeting American Legion officers at State House today. Left to right, Gov. Allen, National Commander O. E. Bodenhamer, National Adjt. James Barton and Col. Carroll Swan, president of the convention corpora-

Comdr. Bodenhamer Discusses Plans for Convention of Ex-Service Men Here in October with Governor and Mayor

Plans for the national convention of the American Legion in Boston Oct. 6-9 next were discussed today with Gov. Allen and Mayor Curley by National Commander O. E. Bodenhamer, National Adjutant James Barton and Col. Carroll Swan, president of the 1930 convention corporation.

ESCORTED BY BAND

setts department, first visited the Governor at the State House. Then, accompanied by a band, they were escorted to City Hall, where this were greeted by Mayor Curley. The legion commander was the guest of Gov. Allen at the luncheon at the Statler.

He was present a to the imayor at City Hall by Department Commander John J. O'Connell. The mayor assure-him that everything would be done to make the Boston convention a great

ESCORTED BY BAND

The leaders, guests of the Massachu- success.

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BY JOHN T. BRADY

HY not try to get the Mayor of Boston, England, to fly over here in the world's largest dirigible, Britain's R-101, for the climax of the

Tercentenary celebration of Massachusetts Bay Colony, which comes in September?

This suggestion is respectfully submitted to Mayor Curley in all seriousness, and although the presumption may seem a rather bold one, the writer believes that if such a proposal was presented to the powers that be in England it would be favorably received, for they could hardly fail to recognize it as offering an excellent opportunity to make a master stroke in strengthening amity and friendship between their country and ours.

Mayor Curley has sent to the chief magistrate of the English city from which the Hub got its name, a formal invitation to come here and enjoy the honor of being our most distinguished guest during the biggest week of the Tercentenary celebration, and there is every reason to believe it will be cordially accepted. In fact, the Mayor of Boston, England, has stated that he would be glad to accept the opportunity of paying us an official visit on the occasion of the Tercentenary exercises.

Test for Giant Air-Liner

Presumably he plans to make the voyage across the Atlantic by steamship. But how much more spectacular his advent would be if he should come aboard the pride of Britain's commercial air fleet! One can hardly conceive of a more thrilling feature for the celebration of Founders Day than a sight of Britain's leviathan of the air circling the golden dome of the State House, dipping its nose in salute to the assembled multitudes on Boston Common, and bringing to us the first citizen of the first Boston.

The designers and builders of the R-101 must be eager to see such a test of the gigantic air-liner in the hope that it would demonstrate to the world that English aeronautical engineers can produce a lighter-than-air craft capable of crossing the Atlantic with a load of 100 passengers as safely and more speedily than the Graf

Zeppelin.

Indeed, it is understood that the British Air Ministry is contemplating the idea of sending the R-101 to the United States during the coming summer on a sort of good-will mission, and certainly you will agree that no more opportune time could be chosen for its arrival here in Boston than the period when the Tercentenary celebration will be at its height.

"If arrangements could be made to have the R-101 make a triumphal voyage across the Atlantic for the purpose of bringing the Mayor of Boston, England, to the principal exercises of the Tercentenary celebration, and the world's greatest

airsup might remain on exhibition here for a week, it would be a tremendous attraction, and I cannot think of any feature, except a visit from the Prince of Wales himself, that would better symbolze the spirit of international fritndship,' agreed a prominent member of the Tercentenary committee.

No Mooring Mast

"But Boston has no mooring mast to which the R-101 could tie-up, and no hangar to house the big ship in case she should come to visit us. Of course, there is a possibility that we could get the Navy Department to send the U.S.S. Patoka up here, and then its mooring mast could be used by the R-101 as the Los Angeles has used it on visits to New England. It might also be possible to complete the erection of a mooring mast at the East Boston airport before September if work on it could be started in the near future.

"However, I don't think the British Air Ministry would care to have the R-101 take the risk of being tied up to an ordinary mooring mast for several days at the mercy of storms and gales, as there would be the danger that a violent wind might tear the great gas bag loose from

its cap and wreck it. American dirigible ill-fated "The Shenandoah, was once torn loose from its nose cap by a mighty wind when she was tied up to the mooring mast at Lakeport, N. J., you remember, and it was only through the skillful handling of the ship by Captain Heinen that a disaster was narrowly averted that would have cost 21 lives.

Solution of the Problem

Within the past few days, however, Patrick J. Griffin, a Boston mechanical engineer and inventor with many U. S. patents to his credit, has brought to the attention of Mayor Curley what looks like a feasible method of solving the problem of safeguarding the R-101 against any grave danger from violent winds and storms in case it does pay the Hub a visit, without the necessity of building an expensive hangar for the ship.

The need of a safer type of mooring mast for larger dirigibles first became apparent to Mr. Griffin five years ago, when he read the newspaper accounts of how the Shenandoah was wrenched loose from its nose cap and mooring eye by a 100-mile-an-hour gale on the night of Jan. 16, 1924, and was swept northward from Lakehurst, N. J., for a distance of 200 miles before it could safely turn to fight its way homeward.

So he gave the matter some deep thought for a few days, and then he got busy with his drafting instruments, with the result that he designed a new and unique type of dirigible mooring mast. But because of the pressure of other business which he considered of more impor-

tance, since it offered more immediate financial gains, he made no effort at that time to arouse the interest of the government or the public in the dirigible mooring mast that he had designed to prevent a repetition of what had happened to the Shenandoah.

"I'll just put these drawings in a safe place and some day when I have a little time to spare I'll take them to a patent attorney and see what can be done with them," he decided. But once the papers were filed away, Mr. Griffin quickly for-

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In fact, he didn't think of them again, he explains, until he was sharply reminded of them by Mayor Curley's move, soon after his inauguration, to get the U. S. government to deed back Governor's Island to the city of Boston, so that it might be available as a site for the erection of a dirigible mooring mast and for the proposed \$1,000,000 extension of the municipal airport.

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"Then," said Mr. Griffin, "it occurred to me that Mayor Curley, who foresees the development of transatlantic aerial commerce in the near future and is eager to have Boston designated as a port of entry for it, might well be interested in a type of mooring mast to which a dirigible as large or even larger than the Graf Zeppelin or the R-101 might remain tied up for an indefinite period in perfect security against serious damage, regardless of how hard the wind might blow.

"So I resurrected from my files of mechanical drawings the original design that I had conceived of a dirigible mooring mast which would meet these requirements. After looking it over, I decided that I could not improve upon it, and then I had several photographic reproductions

of it made.

"One of these has been sent to the U. S. patent office, and others have been sent to the Navy Department, Mayor Curley, and former Governor Alfred E. Smith of New York, now president of the Empire State Company, for which the world's tallest building, 1100 feet high, with a dirigible mooring mast rising 300 feet above that, is now being constructed on the site of the old Waldorf Astoria Hotel in New York."

Danger of Wind

"Development of the dirigible has kept pace with that of the airplane in the last few years," he points out, "and we now have ships of the air comparable in size to the largest ships on the seas, but there has been little or no improvement in the design of mooring masts. In fact, all of them are still makeshifts, offering no support or protection at all to a dirigible moored to them.

"Tied up to the ordinary mooring mast, a dirigible as large as the R-101 or Graf Zeppelin is really in greater danger of being badly damaged or wrecked by a violent wind than it would be if free. But the mooring mast which I have designed not only gives the bulk of the ship's gas bag firm support, but minimizes the tremendous stress and strain which its nose is now subjected to when a strong wind is trying to tear it away from its

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The automatic mooring tower for airships which Mr. Griffin has designed for erection on the ground would have a circular skeleton-life framework of steel built around a central skeleton mast rising considerably higher than the structure surrounding it. Mr. Griffin estimates that for an airship 600 feet long between the points where it starts to taper off it would be necessary to have an outer structure 400 feet in diameter.

On top of this there would be either one or two circular tracks, on which trucks could run around the central mast, and each truck would be equipped with a sort of cradle for supporting the airship

when moored to the mast.

Resting upon these cradles and lashed to them, a dirigible could swing around the mast with changes in the direction of the wind, and the pull on its nose cap in a strong gale would be greatly reduced, Mr. Griffin claims. There would be no danger of the ship pounding on the cradles if it was properly lashed to them, he explains, and the trucks are provided with an undergaff wheel to prevent the dirigible from lifting them off the tracks.

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refueled while tied to the mast.

"With such a dirigible mooring mast available here, Boston wouldn't need to erect any big and expensive hangar to safely accommodate the world's largest airships," declares Mr. Griffin.

MERGER WITH HUB FIRMLY OPPOSED

Survey of 38 Cities and Towns Shows of the metropolitan district the strong-est sentiment against merging was found. In town after town the residents scoffed at anything in the way of annexation and were inclined to treat the whole matter as a joke. In some of the communities not so far from Boston, the sentiment was more evenly distance. Strong Sentiment Against the 'Greater Boston' Idea

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Out of 2053 people who expressed opinions all over the district, therewere 1530 against having their municipalities connected with Boston in any way and only 523 who favored some form of civic merger.

In an effort to ascertain the attitude of the people in the district who were not personally affected by the status of their individual city or town, expressions of opinion were sought from those who held no local offices and

were on no municipal pay rolls.

Residents were interviewed on the streets, in stores and in their homes. Different sections of the same city or town were canvassed by reporters to secure a cross-section of the existing sentiment in that particular place.

Indifference Towards Plan

One of the outstanding results of the survey was the indifference demon-strated by the average citizen toward the questions. Hundreds frankly admitted that they had given the project mitted that they had given the project no consideration whatever. Some said that they had not even heard about it. Fully one-third of those approached on the subject were unable to state whether or not they thought the plans advanced for a Metropolitan Boston held any particular advantages for their own community. own community.

Another feature of the canvass was that among those in favor of a merger that among those in favor of a merger were a large number of young people. A large percentage of them were desirous of a change of local government and looked with favor on having their own community a part of Boston. This was true also of the more recent residents in any given community. On the other hand those most emphatic against joining their towns to Boston were the old residents who took a good

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see no way clear as to how they could join with Boston, which is in Suffolk County.

County.

The question of county buildings costing millions of dollars was raised. It was pointed out that all the cities and towns in each of the counties contributed toward the erection and support of these buildings and it was not clear how they could be taken over if an annexation went into effect.

Among the small towns on the edge of the metropolitan district the strongest sentiment against merging was

RADIOTONE OF NICHOLS HUNG

Takes Its Place in Gallery of Ex-Mayors

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INCREASE THE GASOLENE TAX

When More Money Is Necessary Just Increase the Motorist's Burden

BY J. C. KERRISON

As was to be expected, there have already been several suggestions that the gasolene tax, just completing its year of service, be increased 1 cent, equalling 50 per cent, the coming year.

Mayor Curley wants a 1-cent increase, the additional rev-

enue to be used to establish an old-age pension.

Henry I. Harriman would also have the tax increased to 3 cents a gallon, so that more money may be secured for the purpose of paying for improvements on three proposed highways in the Metropolitan district. The cost of construction work under contemplation is estimated at \$2,100,000.

Undoubtedly others have, or will have, other suggestions for additional funds that may be secured by increasing the gaso-

lene tax.

The motorists, however, as a whole are decidedly opposed to any additional increase and will unquestionably fight any such measure to the bitter end. As a matter of fact the motorists are not so deadly enthusiastic on the gas tax. But there it is. There it will remain. They pay and grin. Thoughts of an increase are distracting, and objection provoking. They feel that the tax should not be changed until it has been in operation for at least another year.

The motor registrar last year received in gasolene taxes \$7,531,189.05, which together with other revenue, not including court fines, made the receipts of his department for 1929 total \$13,940,049.39, an increase of \$725,809.25 over the receipts of 1928, which might be taken as an average increase. In addition to this there was an approximate increase of \$3500 in

revenue from fines for motor violations.

This does not by any means represent the entire amount receivable by the Commonwealth for its highway fund, as there is also the federal aid of \$1,016,000, a not insignificant sum, which will bring the total recipts to approximately \$14,959,500.

If the gasolene tax was increased to 3 cents per gallon and the consumption this year was on the same basis as last, it is reasonable to suppose that on this account alone there would be an increase of over \$3,775,000.

Increasing the gas tax seems to be a most common prac-

tice with the States and Commonwealths of the Union.

3 ALL UP FOR "1930"!

After some months of disheartening apathy and indecision, the plans for the celebration of the Tercentenary are assuming definite form and evoking popular interest. The groundwork of historical research and the dissemination of authoritative information on the events of 1630 has been well performed by the Massachusetts Bay Tercentenary, Inc., an organization of public-minded citizens. But from now on the practical arrangement and management of commemorative exhibits, exercises, and celebrations is in the hands of state and local organizations. On their imagination, energy, entusiasm, and sense of good showmanship success will depend.

The meeting of Boston's committee in the Old South Meeting House on Friday was a good omen. Of the 300 citizens asked to serve on the committee, 283 have accepted Mayor Curley's invitation and most of them were present Friday. Former Mayor John F. Fitzgerald with his "pep" and vigor, should make an ideal-leader. He can galvanize things. Mayor Curley, in calling for a great assembly of battleships and for a splendid military parade through the streets on Boston Day, Sept. 17, made an appeal to popular imagination-which has been strangely lacking in most of the previous suggestions for the celebration.

Herbert Parker, chairman of the state commission, also outlined an attractive, dignified, memorializing picture of the official Massachusetts observance on July 15. About these two days — July 15 and Sept. 17 — should be grouped two magnificent festivals, surpassing in grandeur and inspiration anything ever before performed in New England, and sufficiently dramatic to excite the interest of the entire country. Something doing all summer throughout the state, by all means! But on or about these two days should be concentrated the major efforts of the Massachusetts and Boston organizations. Let us make those two days national events!

AMERICAN 2/3/30

TRANSCRIPT 1/3/30

Tercentenary Chairman, However, Says His Board Isn't "Wedded" to Project

rial building for the state supreme court, members of the legislative committee on state administration today looked with disfavor on the suggestion that the site be on the State House grounds at Bowdoin and Derne sts.

Herbert Parker, chairman of the special commission created to develop plans for the participation of the state in the celebration of the tercentenary of the founding of the Massachusetts Bay Colony, said the commission was not wedded to recommended location.

He said the commission made its suggestion when it became apparent that the Boston City Council was not going to act on the plans for a new court house under the authority given it by the legisla-

OPPOSED BY LUITWEILER.

Representative Clarence Luitweiler of Newton pointed out that the State House will be extended soon to take care of purely State activi-

ties.
"I think some memorial other "I think some memorial other than a building which we have to provide anyway should be established," he said. "I don't think the State House grounds are large enough for such a memorial." Senator Warren E. Tarbell of East Brockfield said that such a beautiful memorial building should not be pocketed in the rear of the

not be pocketed in the rear of the State House.

"We suggested that site," declared Parker, "but we are not insistent. The structure is what we want."

FAVORS JOY ST. SITE.

In answer to another question, Parker said that, while the commission could not at this time suggest another site, he had always deplored the fact that the State had not acquired the land at the west of the Capitol as far as Joy st.

Parker thought that a suitable building could be erected, if placed on State land, at an expense of less than \$1,000,000. Frederic Winthrop, another mem-ber of the Tercentenary Commis-

sion, suggested that if an alternate memorial plan was to be thought of the Legislature give consideration to a monument in Copley ag and changing the name of the square to "Square of the Puritans." The State House site for a me-

morial building for the Supreme Court was recommended by Gov-ernor Allen in his annual message

EXCLUDES LAND COURT

Parker was not adverse to in-cluding the state library and archives in the building, but be-lieved that the inclusion of the land court would distract from the memorial idea.

The building, as suggested by Tercentenary Commission, would be of impressive architectural character, with a memorial hall in which a statue of Governor John Winthrop and portraits or statues of other founders, and of the magistrates of the Bay Colony and justices of the Supreme and

Superior courts would be placed. Representative Bernard Ginsberg of Boston suggested that the governor and council be authorized to acquire by gift or purchase or to take land adjacent to the State House for the purpose. The While enthusiastic over the pro-posal to erect a World War memo-further empowered to appoint commission of three to erect a suitable building

Allen and Curtey Again

Meet on Basin Project

Govrnor Allen and Mayor Curley of Boston, with other State and city offi-clals, were in conference for about an hour today in the governor's office at the State House with relation to details of the Charles River Basin improvement, involving an exchange of city land in South Boston for State-owned land in the river rea necessary to carry out the improvement. The meeting was held in accord with a request made by Mayor Curley last week.

At the conference besides the governor and mayor, were Chairman Frank E. Lyman of the State Public Works Department, Associate commissioners man A. MacDonald and Richard K. Hale, John N. Ferguson, district waterways en-gineer, City Auditor Rupert Carven Chairman William P. Long of the Bostor Park Department and Martin M. Lomasney.

Chairman Fitzgerald

His Leadership of the Tercentenary Committee Means That Boston's Celebration Will Be Smart But Dignified

ALLING former Mayor Fitzgerald to the chairmanship of Boston's Tercentenary Committee, the present mayor appears to have accomplished a double.

He has, for one thing, given great pleasure to those old friends of Mr. Fitzgerald who trooped after him last November to a place under the Curley standard.

Much MORE important, to the people of city and State, is the fact that Mr. Fitzgerald's leadership, supported as it will he by a friendly and generous mayor, is a guarantee that Boston's part in the celebration of this 300th anniversary of the Bay Colony will be everything it should be, fitting, appropriate, in good taste and with the proper touch of magnificence.

The man who so many years ago prophesied this Bigger, Better and Busier Boston is a born showman, who deeply and sincerely loves his native New England.

OUR part in the Tercentenary, ladies and gentlemen, will he noble.

Curley Orders Budget Cut of 15 Per Cent

A slashing of 15 per cent in the departmental estimates for the 1930 budget was today ordered by Mayor

The municipal budget as it now stands calls for the expenditure of some \$37,700,000, which is \$3,900,000 in excess of what was expended in 1929. In a letter to Budget Commissioner Charles J. Fox, the may-

or said:
"I would appreciate your communicating with the heads of the various departments and request that

revise their budget rolls, reducing the estimates 15 per cent, without reducing the number of employes, and submit the same to me within 10 days.

HERALD 2/4/30

URGES WIDENING IN CHARLESTOWN

Green Would Make Rutherford Ave. 100 Feet

The widening of Rutherford avenue, Charlestown, to a width of 100 feet, and the construction of a new traffic thoroughfare from Chelsea and Adams street, Charlestown, to the Prison Point bridge, were recommended to the city council, yesterday, in orders presented by Councilman Thomas H. Green.

Need of relieving the traffic congestion in Rutherford avenue, which is a

Need of relieving the traffic congestion in Rutherford avenue, which is a direct artery between Boston and Somerville and Everett has become so acute that Councilman Green believes that the widening project should be com-

the widening project should be completed this year.

His plan of building a traffic connection between Chelsea street, at a point near the navy yard and the northern artery, has the approval of the metropolitan planning division. The tentative route calls for the utilization of Adams street, Winthrop street, with the crossing of Main street at Union street and thence to the bridge beyond the state prison. Such a roadway, he maintains, will divert a tremendous amount of traffic from City square where there is almost constant congestion. Green's orders were transmitted by the council to Mayor Curley.

to Mayor Curley.

The council committee on finance recommended adoption of an appropriation order of \$100,000 for the resurfacing of Bunker Hill street, Charlestown.

Mayor Curley's recommendations for appropriations of \$25,000 for the municipal employment bureau, a similar sum for the commercial, industrial and publicity bureau, and \$1000 for a historical library in City Hall were approved and the accompanying orders given their first reading.

The mayor believes that there is need of a historical library in City Hall, for the convenience of visitors, and he suggested that the city clerk should have at his disposal a fund of \$1000 for the purchase of books dealing with the history of Boston and Massachusetts,

SEEKS TO LOCATE TERCENTENARY COIN

City Council Curious About \$2137 Expended by City's Committee

In spite of the effort of Councilman Ruby to checkmate the more of Councilman Hein of ward 21, the city council, yesterday, decided to learn for what purpose the committee on tercentenary celebration appointed by Mayor Nichols expended \$2137 of an appropriation of \$25,000 intended to be used to advertise the Boston celebration throughout the country.

country.

A. C. Ratshesky, who was chairman of the committee, and whose resignation was accepted by Mayor Curley last week, is credited with having prevented the committee from turning the entire fund over to a Boston advertising agency which proposed to expend it for advertising in newspapers and periodicals.

Councilman Hein, believing that a far greater sum than was actually expended had been used, sponsored the order calling upon Mayor Curley to explain how the money had been spent and who got it.

WOULD RAISE PAY OF CORPORATION COUNSEL

Curley Says Assistant Gets More Money Than Chief

To assure the corporation counsel a salary in excess of the compensation paid his principal assistant, Mayor Curley recommended to the city council yesterday, an increase of \$1000 to the fixed salary of \$9000.

In his explanation he pointed out that Joseph P. Lyons, assistant to Counsel Samuel Silverman, receives a salary of \$7500 as well as \$2000 for his services to the transit department, thereby giving him total compensation of \$9500, which is \$500 more than his superior is paid. The council sent the order for a change in ordinance to the committee on ordinances.

SEEK LAND TRANSFER NEAR NORTH STATION

State-Owned Property Likely to Be Taken Over for Park

As the result of a conference of representatives of the state and the city of Boston yesterday it was predicted that a satisfactory arrangement will be made whereby the city will obtain a tract of state-owned land near the North Station to be used for park purposes.

Conferring with Gov. Allen on the subject were Frank E. Lyman, Richard K. Hale and Herman A. MacDonald of the public works commission, Mayor Curley, Park Commissioner Thomas Long, Joseph P. Lyons, an assistant corporation counsel, and Rupert Carven, budget commissioner of Boston.

Legislation has been passed authorizing the transfer of the land, but question of the price to be paid has been raised. Gov. Allen declined to enter the details of the transaction, but he expressed the belief that a mutual arrangement will be reached.

ROOM RANSACKED AT CITY HOSPITAL

House Officers' Recreation Quarters Looted of \$423 In Furniture

House officers at the City Hospital entered their comparatively new quarters yesterday to discover that their recreation room had been stripped by thieves who broke in over the weekend.

More than \$423 worth of furniture, including four rugs, two card tables, five chairs, three lamps and seven cuspidors were stolen, according to the South end police.

Dr. James McNary, who reported the theft, said that he did not believe that it was the work of employes. NEGRO CLERGY

AMERICAN 1/3/30

Mayor Curley was commended at a meeting of the National Ministers Evangelistic Alliance today for appointing two negroes, Atty. Julian D. Rainey and Atty. James Wolf, assistant corporation counsels for the city of Boston.

The mayor, it was announced by Dr. Simon P. W. Drew, who presided at the meeting, will be among the speakers at the birthday celebration of Abraham Lincoln and Frederick Douglas on Wednesday, Feb. 12, at the Ebenezer Baptist Church, proceeds of which will go to the Boydon Institute of Boydon, Va., for application to the dormitory drive.

Other speakers will be Julian D. Rainey, Prof. Julius F. Martin and Dr. Drew who was the first of him.

Other speakers will be Julian D. Rainey, Prof. Julius F. Martin and Dr. Drew, who was the first of his race to be nominated for Vice-President of the United States and who is presidential nominee for 1932 on the national inter-racial ticket.

Dr. Drew said at the meeting that Mayor Curley's appointments would serve to greatly encourage the negroes of this country, and particularly of Boston, and that his act had attained national recognition.

Curley Praises St. Helena's House

In a recent communication to Sister Superior of St. Helena's House, 89 Union Park st., Mayor Curley said: "For a number of years I have been particularly interested in the activities of St. Helena's House and have been gratified beyond measure to note from year to year the progress it has ben making in providing much needed accommodations for the young women who come to our city.

"Its conduct by the Grey Nuns is in itself a powerful endorsement of its great work, but I am prompted to write you and tell you that the work you are conducting is of an invaluable aid to this city."



CURLEY NAMES TWO ASSESSORS

Two appointments were made by Mayor Curley today to the board of overseers of the public welfare. Anders T. Tellstrom, vice-president of the Industrial Bank & Trust Company, has replaced George H. Johnson, who has been an acting overseer, and James P. Maloney of 624 Cambridge str.et, Allston, has taken the place of James Moynihan, who resigned after three years of service.

CURLEY SECRETARY IS LAW STUDENT

Arthur B. Corbett, secretary to Mayor Curley, has entered Suffolk law school, registering at the opening of the second semester as a member of the class of 1933. He was a student at Suffolk in 1915-16 but left to join the American punitive, expedition to Mexico at the time of the Villa trouble.

Use Candles in City Hall as Lights Fade

City Hall telephone operators worked by candle light for nearly an hour today. Trouble with the electric circuit which furnishes current in the switchboard room in City Hall Annex forced the operators to send out a call for candles.

There was but little delay in the service, but by the time electricians had remedied the trouble, the supply of candles was near exhaustion.

GLOBE 2/3/30 P.M.

SEEK FINANCIAL AID FOR MANSFIELD

Friends Ask Lawyers to Assist in Paying \$12,000 Political Debt

Members of the bar are asked to contribute to the \$12,000 of outstanding bills from the campaign of Frederick W. Mansfield for Mayor. In a communication dated Jan 25, 1930, and signed by Robert Homans, Richard J. Lane, Henry S. McPherson, Francis J. Murray and George R. Nutter, it is said that Mr Mansfield "now finds himself with political creditors pressing self with political creditors pressing him and without funds with which to pay them.

The appeal to lawyers is as follows: "Dear Sir:

"At the close of the campaign for Mayor, Frederick W. Mansfield found that there had been incurred on his behalf political expenses, mainly for advertis-ing, printing and mailing to an amount of approximately \$12,000 in excess of the contributions which had been made the contributions which had been made to his political committee. Of course it may be said that no such deficit should have been incurred, but in the heat of a political campaign it is ab-solutely impossible for a candidate to keep track of all the expenditures that necessarily arise and limit them to the money actually in hand.

"While the circumstances of this campaign were no different from those of previous similar elections, neverthe-

BIRTHDAY CANDLES COME IN HANDY

Light Switchboard at City Hall Today

Candle stubs left over from a recent Candle stubs left over from a recent birthday party held by the telephone operators came in handy this murky morning and kept Hubard 5100 on the map. The dark morning resulted in illumination in all offices of the City Hall Annex, with the result that the stock of juice became low and elevators barely crawled to the upper floors. The telephone switchboard room located on the eighth floor was almost in

cated on the eighth floor was almost in cated on the eighth Hopr was almost in darkness and the operators were having a difficult time with the plugs, when Miss Agnes Daly, chief operator remembered the birthday party and the candles. She declined to fell the number of candles for the girl's birthday

However, there were more than enough candles and the battle of plugs went on for almost an hour by the yellow flicker of candlelight, while other departments were in darkness.

less, Mr Mansfield now finds himself with political creditors pressing him and without funds with which to pay them. It has occurred to the signers that friends of his at the bar would be willing under the circumwould be willing under the chear-stances to contribute toward the pay-ment of the outstanding bills which are to him a source of constant anx-iety. If you agree it is fair for us to ask for help for Mr Mansfield under these circumstances, will you not send a check for all you can spare to Robert Homans, 53 State st, Boston? We are sending this appeal to a considerable number of lawyers who know Mr Mansfield and we sincerely hope they will help in this emergency."

STATE LAND FOR **BOSTON PARK**

Conference on Price for Tract Near North Station

After a conference today with State and Boston officials, Gov Allen expressed the opinion that an arrangement "satisfactory to all parties concerned" will be reached in connection with the passing over by the State to the city of Boston of a tract of land near the North Station, which is to be used for park purposes.

Those sitting in with the Governor were Frank E. Lyman, State Commissioner of Public Works, and his associates, Richard K. Hale and Herman A. MacDonald, and Mayor Curley, Thomas Long, Park Commissioner; Joseph P. Lyons, assistant corporation counsel and Supt Carven, Budget Commissioner. missioner.

After the Legislature has passed the bill authorizing the transfer of the land to the city, some question arose as to the price. Inasmuch as the land is owned by the State, it is understood that Gov Allen felt the matter was one which should be given adequate consideration.

The Governor declined to go into de-tails of the subject at this time, but stated that as a result of the conference representatives of the State and the city will get together, and he ex-pressed the belief that a satisfactory arrangement to both the State and the city would be reached.

CURLEY WANTS 15 PERCENT CUT

Notifies Heads on Budget Estimates

Heads of various departments of the city of Boston who have prepared their budget estimates today were faced with the problem of reducing the estimates for their departments 15 per-cent and yet not reduce the number of employes.

employes.

Mayor Curley today communicated with Budget Commissioner Charles J. Fox. After he had examined the budget list submitted by Mr Fox, he found that the departmental estimates are \$2.00.000 in excess of what was

found that the departmental estimates are \$3,900,000 in excess of what was expended in 1929.

"I would appreciate your communicating with the heads of the various departments," said the Mayor, "and request that they revise their budget rolls, reducing the estimates 15 percent without reducing the number of employes, and submit the same within 10 days to me."

in 10 days to me."

Budget estimates for 1930 amounted to \$37,700,000.

TELLSTROM AND MALONEY NAMED FOR OVERSEERS

Anders Tellstrom, vice president of the Industrial Bank and Trust Com-pany, and James P. Maloney of 624 Cambridge st, Allston, today were ap-pointed to the Board of Overseers of Public Walfare by Mayor Curley. Mr Tellstrom succeeds George H. Johnson, who was an acting member of the board and Mr Maloney replaces

of the board and Mr Maloney replaces James Moynihan, who resigned after three years' serice.

Mayors and Selectmen of 15 communities within the metropolitan area of Boston met in Somerville on Saturday and agreed that the taxes paid by their communities for the support of the activities of the metropolitan area are growing too heavy to be supported much longer, and they also agreed that an increase in the taxes on automobiles was the best way to raise money to support these activities. As it is now, the automobile owner has hardly any taxes to pay except the excise tax, the gasoline tax, his registration fee and that for his operator's TRANSCRIPT 2/3/30

Ten Days More of the Hangar -Cambridge Contest Winner Suggests Removal to Country as Old Planes Home

By Franklin Jordan

OR at least ten days more the old Boston Airport Corporation hangar will continue to disgrace the airport. Then, if all has gone as is scheduled, it will be no more. This afternoon, the loan order for \$15,000 comes up for its second final reading in the City Council, to be passed we hope. City Corporation Counsel Silverman has promised to have all the necessary papers ready to be signed and Fred Ames, who will sign for the old Boston Airport Corporation, has stated that he will be in town, ready to sign. Then the papers will be ready for Mayor Curley's signature and the deal will be completed. And it should be completed this afternoon.

Once the papers are passed, Chairman Long of the Park Commission says he will have the building torn down in ten days, the interval being only while wreckers are advertised for and the actual work of destruction accomplished. So Thursday, Feb. 13, should be a red letter day at the airport and for every day beyond that time that the old hangar stands some person or persons should have a lot of ex-

plaining to do.

Old Planes Home

Immediate Removal Contest were effect that the persons concerned in the removal should be made to come to immediate terms. Unfortunately, no one had a practical suggestion as to just how this could be done, beyond what has already been done and duly reported in these columns. Of the more immediate suggestions for removal the suggestion of Howard Magnuson of 60 Sacramento street, Cambridge, was chosen by the Immediate Removal Editor as winner of the free airplane ride to be given by Curtiss-

Wright. winning suggestion Mr. Magnuson's winning suggestion was as follows: "Move it out to the country as an Old Planes' Home." Sure ly, no better suggestion could be offe ed to touch the hearts of those involved in The old hangar with all its sentimental value would be preserved.

And there in the quiet of a well-deserved peace, the tired and worn planes could sun themselves, resting their weary wings contentedly or winking an aged prop at retired work-horses on a neigh-Mr. Magnuson, who is in the transit department of the Atlantic National Bank, has never been up in plane and tomorrow morning, Harry Copland of Curtiss-Wright has arranged that Mr. Magnuson will have the flight which he has so clearly earned.

Other Suggestions

Another suggestion to bring results if members of the City Council delayed passage of the loan order, was made by Kenneth M. Weale of 5 Berkeley street, Reading "Hire a good stunt pilot," he wrote, "and then invite "he owners of wrote, "and then invite "ae owners of the hangar and the City Council for a ride. Taking off the pilot could head straight for the old shed . ." Contin-uing, Mr. Weale suggests, in substane that the passengers get a close-up view of the hangar, so close in fact that it

seems like a final dew. Then, he concludes, you'd get action. Unfortunately, Mr. Weale neglected to add how these persons could be persuaded to accept the invitation to ride. Remember, unsuccessful efforts have been made for sometime to get Mayor Curley to take merely a pleasant sightseeing trip.

Numerous suggestions were received to Numerous suggestions were received to offer the building to souvenir collectors. In suggesting it, Summer C. Noyes of 35 Marshall street, Winter Hill, added "a day's supply of red tape might be used to fence it in." A more simple solution was suggested by Melvin H. Rushton of 9 Endicott avenue, Beachmont. Mr. Rushton writes, "to get rid of that big barnacle known as the Boston Airport Corporation hangar, I respectfully suggest that you circulate the news that this is the hangar which Colonel Lindbergh carried to France with him. The sou-venir hunters will do the rest."

Do Your Duty!"

Samuel W. Philisbury of 173 Adams street, Milton, writes that an automatic automobile that goes when you yell at it is now perfected. He suggests that it be brought over to the airport for a demonstration and headed toward the old hangar. Then the inventor can give it a pat on the hood and say, "There, old man, do your duty." Friend auto is supposed to do the rest.

Sad experience seems evident between the lines in the suggestion of Eugene Slocomb of 76 Broad street, Boston. He writes, "Disguise it as a filivver and let somebody steal it." We hope the police

recover his car for him.

Lack of space does not permit details of other suggestions but honorable men-Most of the replies to the Transcript's tion is given to the following: A. L. Finney, Jr., 22 Brooks street, West Medford; Charles L. Small, 15 St. Paul street, Cambridge; Paul M. Gerhard, 44 Beacon street, Boston; Walter Jackson, 25 South street, Waltham; H. J. Jenkins, Gloucester; Robert E. Gould, 89 Stoughton avenue, Hyde Park; Bernard Quinn, 41 Line street, Cambridge, and Melville C. Mosher, Holliston. In the midst of the contest, we were

almost tempted to abandon our stand for almost tempted to abstract removal when we read the impassioned removal when we read the impassioned relea of George Hamblin. "What! Replea of George Hamblin. move that hangar? Don't be silly!" he wrote, and then went on to suggest that Eddie O'Toole's shack and Pete's old lunch shack be brought out beside the A. C. hangar at its present location. Put up a fence, he continued. Plant some trees! In sum, make it a memorial right where it is. "Sure," he concludes, 'let's make the layout a show place and think-no other airport in the country will have such an excellent memorial.

But, George, no other airport in the world has the barnacle we have now!

Gasoline Tax High Evough

The General Court will do an unpopular and unnecessary thing if it increases the gasoline tax this year for any purpose whatever. Such action, in fact, might even stimulate a more or less formidable movement for repeal-certainly it would if the additional money were to be used for other than highway purposes, as Mayor Curley suggests for oldage pensions. The 1930 highway program contemplates the expenditure of almost \$19,000,000, which reaches into the poorest of the towns for the benefit of their roads. The gasoline tax brought in more than \$9,000,000 last year and licenses almost \$6,500,000, to which is to be added \$1,000,000 of Federal aid money, and the program is already so elaborate that the authorities would not augment it if they had more money in hand.

The only objection to the gasoline tax is the temptation it creates to make it larger from year to year, and many States outside Massachusetts have yielded to it, until the motorist finds himself heavily taxed for instrumentalities that have nothing to do with motor cars or highways. Increase of the present tax is unnecessary, even for highway purposes, while any attempt to misuse the money so raised might jeopardize the whole system. We doubt if the Legislature will think it wise to disturb the gasoline tax, notwithstanding the plausibility of some of the arguments in favor of making it higher.

TRANSCRIPT 2/3/30

Presents Plea for Court House Memorial

Fervently and eloquently former Attorney General Herbert Parker argued before the legislative Committee on State Administration this forenoon the urgency and propriety of speedy action on a pro to erect a permanent memorial to the Puritans whose tercentenary is being observed in Massachusetts this year. He was speaking as chairman of the Special Commission on Plans for the Participation of the Commonwealth in the Celebration of the Tercentenary, and in support commission's recommendation that a Supreme Judicial Court building be erected on the State House grounds to include such characteristic features as a Memorial Hall where should be placed the statue of Governor Winthrop and portraits or statues of other founders of the Bay Colony and other memorial tokens helping to create a Puritan atmosphere. The building also might house the State Library and the State archives for which more adequate space is needed.

Mr. Parker declared that his commission may be presumed to be unanimous in its recommendation of a project, as outlined, that shall combine the utilitarian with the æsthetic, although its report was signed by only six of the members. It was signed, he said, only by those who happened to be in Boston at the time the report was presented, but the members are essentially unanimous on the great principle and project recommended.

The exact location for the memorial Court House is designated in the commission report as being the State House grounds, near where the Banks statue now stands, but Mr. Parker said that there was no insistence upon that spot and other conspicuous sites might well be considered so long as the memorial is given due prominence.

It is contemplated to combine the utilitarian with the purely æsthetic and architectural feature of a memorial in view of the historic connection of the Supreme Judicial Court with the Bay Colony charter. He said that the Supreme Court is a direct inheritance of the Superior Court of Judicature established under the Charter of 1629 from King Charles, so that in the proposed Court House "one is in the presence of the very majesty and authority and dignity of the Supreme Court that comes to us from the Charter provisions."

Further Mr. Parker submitted as the views of the Commission that it is appropriate that the Commonwealth should pay the cost of erecting a house for the Supreme Judicial Court inasmuch as it is predominatingly the Commonwealth's business that is transacted there as distinct from the court business of the superior courts and the district courts of the county. The Supreme Court has State-wide authority, and it is fitting both as to environment and perspective of history that it should stand on the State House grounds. By segregating the Supreme Court from the Superior Court, he said, the question of supplying additional court house space for Boston is simplified.

Frederic Winthrop, a member of the Commission, told the committee that he approved and signed the Commission's report; but that he harbored a preference for a purely æsthetic memorial as distinct from the utilitarian feature, if it could be provide, and he suggested that if the committee turns away from the Court House proposition it reight well consider the Copley Square memorial that was edvergated by Governor Fuller.

advocated by Governor Fuller.

Charles S. Rackemann reported for the Bar Association that it did not object to the segregation of the Supreme Court from the Superior Court, and there are two bills in the Legislature covering that idea.

MAYOR CURLEY TO TALK AT CLUB LUNCHEON

PROBABLY the first appearance of Mayor James M. Curley, before a woman's club will take place February 18, when he is scheduled to address the Professional Woman's Club at its monthly luncheon-meeting in the Hotel Statler.

The mayor is one of a long list of prominent Bostonians who are

scheduled to appear and speak.

Mrs. Mabel Mann Jordan, president of the Professional Women's Club, will preside and introduce the mayor, calling upon him for aggestions as to how her powerful organization can assist him in the administration of his office.

With him, at he head table, will he seated Mrs. Grace Morrison Poole, first vice-president of the General Federation; Rear Admiral Philip Andrews; Mrs. Eva Whiting White, president of the Women's Educational and Industrial Union; Frank Palmer Speare, president of Northeastern University; Mrs. Speare; Nancy Byrd Turner, poetess; Henry A. Sasserno of Harvard University, and players from the downtown theaters.

Mrs. M. H. Gulesian has charge of the musical program and will introduce Mme. Rose Sulalian, Edward Ransom and Miss Yvonne Des Rosiers, accompanied by J. Leland Clark

Mrs. Asa H. Weeks has charge of the tickets and heads the hospitality committee.

CURLEY TO CALL
HALT ON THOSE
OFFICIAL CARS

Too Many Autos and Chauffeurs Now, He Tells

Office Holder

It is going to be a tough year for department heads at city hall who think they can run about the city in new automobiles with a chauffeur at the wheel.

At least that is what Mayor Curley said today and when he says just that, you may rest assured he means it.

It all came about in this way. Chairman Frank Seiberlich of the election department made a request of the mayor that an automobile with a chauffeur be assigned to the board of election commissioners.

which Mr. Curley disposed of the

CITY AND STATE
DISCUSS LANDS

Mayor would Exchange South Boston Plot for River Basin Area

A conference, attended by representatives of state and city, was held in the office of Gov. Allen today, to discuss the proposed exchange of certain lands in the Charles River basin and South Boston by state and city.

The conference was called by the Governor at the request of Mayor Curley, who is urging the exchange of a strip of land in South Boston, owned by the city, for a portion of newly-filled land in the basin, owned by the state. Mayor Curley is anxious to get the land in the lain, in order that various improvements authorized by the Legislature last year may start immediately.

At the end of the conference Gov.

At the end of the conference Gov. Allen assigned Engineer John Ferguson, of the state water department, to talk with city officials and find out just what is proposed. It is understood that, among other things, Mayor Curley would like to build a swimming pool in the basin.

At the conference besides the governor and mayor were. City Auditor Carven, Park Commissioner Long, Assistant Corporation Counsel Lyons, Martin Lomasney, Frank Lynan, Herman Mac-Donald and Richard K. Hale. The last three are members of the State

My Dear Mr. Seiberlick:

"I beg to acknowledge receipt of your communication this day in which you suggest the advisability of assigning automobile, with chauffeur, for use of the board of election commission.

"Replying thereto, I beg to state that from what I have been able to observe, the fleet of city sutomobiles now in use is greater than that in use by the federal government and rather than increase the number it is my purpose during the coming year to materially reduce it and, in addition, provide that all individuals connected with any department, with the exception of the head of the department, operate the car which is assigned to that department.

"It would be advisable for you to confer with the Commissioner of Public Works and arrange for a loan of a car whenever the necessities of your department require the use of one."

Nichols' Photo Placed in Ex-Mayors' Gallery



Frank Pedonti shown yesterday at City Hall as he prepared to place the radiotone photo of ex-Mayor Malcolm E. Nichols in its chronological order in the gallery of photos in Mayor James M. Curley's private office.



Seek Court Aid to Oust Mayor O'Neill

Seven Everett voters sought to bring legal action in Suffolk Superior court yesterday to have the election of Michael C. O'Neill as mayor of Everett declared void because of alleged violations of the corrupt practices act.

They said he spent \$5,000, when the legal limit is \$1360. They also claimed that a partisan committee was organized in violation of the Everett city charter and some of this committee dictated appointments of the mayor or secured appointments for themselves.

Judge Bishop took the petition under advisement. The seven voters are Peter Cameron, Daniel McLeod Duncan C. Robertson, Cornelius M Warner, John G. Davis, Albert F Coper and Arthur, D. Parsons

Negroes Praise Curley's Choice

Mayor James M. Curley's appointment of two negroes, Atty. Julian D. Rainey and Atty. James Wolf, to be assistant corporation counsels for the city of Boston was highly praised at a meeting yesterday of the National Ministers' Evangelistic Alliance.

Dr. Simon P. W. Drew, presiding, said the mayor's action would greatly encourage the negreoes of this country and particularly of Boston.

It was announced that Mayor Curley would be one of the speakers at the Lincoln's birthday celebration Feb. 12 in Ebenezer Baptist Church.

CALOBE 2/4/30

CITY DEPARTMENT HEADS TO CUT BUDGETS 15 P. C.

Finding that city departmental estimates on budgets are \$3.900,000 in excell of what was expended in 1929, Mayor Curley yesterday communicated with Budget Commissioner Charles J. Fox with the result that heads of various departments were faced with the problem of reducing their budget estimates 15 percent, without reducing the number of employes.

Budget estimates for 1930 as submitted to the Mayor amounted to \$37,700,000. The departmental heads are to submit new estimates at the end of 10 days.

MAYOR CURLEY'S SECRETARY IS TO STUDY LAW

Arthur B. Corbett, secretary to Mayor Curley, has entered Suffolk Law School, registering at the opening of the second semester as a member of the class of 1933. He was a student at Suffolk in 1915-16, but left to join the American punitive expedition into Mexico at the time of the Villa trouble.

CITY VOTES \$25,000 TO AID THE JOBLESS

Approval for the transfer of \$25,000 from the reserve fund to the Municipal Employment Bureau as an emergency measure to remedy the present grave crisis in unemployment throughout the city was yesterday voted by the city council.

remedy the present grave crisis in unemployment throughout the city was yesterday voted by the city council.

The council also approved the transfer of \$25,000 for the use of the Commercial, Industrial and Publicity Bureau as an aid to propaganda and publicity work conducted by the department in behalf of commerce.

A third transfer which was approved was for \$1000, this sum to be applied to installing a historic

A third transfer which was approved was for \$1000, this sum to be applied to installing a historic library in City Hall for the use of delegations and individuals attending the Tercentenary celebrations and who may be in need of lata concerning the city.

Rutherford Ave. to Be Widened

Declaring that traffic conditions on Rutherford ave., Charlestown, are steadily growing worse, 2lty Councillor Thomas H. Green oresented an order to the City Council yesterday asking that Rutherford ave. be widened to 100 feet and that this new traffic thoroughfare be created from Chelsea st., Charleston, to Prison Point bridge.

The Council passed the order.
An order for \$100,000 to resurface
Bunker Hill st., Charlestown, was
also passed by the Council.

MAYOR ORDERS 15 P. C. SLASH IN BUDGET TOTAL

A slashing of 15 per cent in the departmental estimates for the 1930 budget was yesterday ordered by Mayor Curley.

The municipal budget as it now stands calls for the expenditure of some \$37,700,000, which is \$3,900,000 in excess of what was expended in 1929. In a letter to Budget Commissioner Charles J. Fox the mayor said:

"I would appreciate your communicating with the heads of the various departments and request that they revise their budget rolls, reducing the estimates 15 per cent, without reducing the number of employes, and submit the same to me within 10 days."

SILVERMAN TO GET

Corporation Counsel Will Receive \$10,000

First Assistant Was Receiving More Than His Superior

The City Council yesterday was ing agency.
Councilor Wilson remarked that Mr called upon to correct affairs concern- Ratshesky must have had a hard job ing the salary of the Corporation and said the only advertising the ter-Counsel, which it appears is less than centenary in Boston had received was the remuneration of his first assistant. Corporation Counsel Samuel Silverman has a fixed salary of \$9000, while First Assistant Corporation Counsel Joseph P. Lyons receives \$7500 salary, as well as \$2000 for his services to the Transit Commission.

Mayor Curley recommended to the City Council an increase of \$1000, making Mr Silverman's salary \$10,000 a year. The Council sent along the order for a change in the ordinance to the committee on ordinances

An order presented to Council by Councilor Thomas H. Green recommended the widening of Rutherford av, Charlestown, 100 feet and the construction of a new traffic thoroughfare from Chelsea and Adams sts, Charlestown, to the Prison Point Bridge.

Relief of traffic congestion is ment, in the opinion of Councilor Green, that the project should be completed

Plan Approved

The Metropolitan Planning Division The Metropolitan Planning Division has approved the plan which calls for we tentative route of Adams st, Winthrop st, crossing of Main at Union st and thence to the bridge beyond the State Prison. City sq is expected to get considerable traffic relief by such a readway. Mayor Curley transsuch a roadway. Mayor Curley trans-mitted Mr Green's order to the Council.

An application for a license to play professional baseball and football games at Braves Field Sunday aftermoons until Nov 15 was granted by Council to the Boston National League Club. After being pigeonholed since last. November the application was last. November the application was brought forth by the executive committee after Councilor Robert Gardner Wilson Jr had been assured that a liability bond of \$100,000 had been filed

by the club.
The Council committee on finance recommended adoption of an appro-priation order of \$100,000 for resurfacing Bunker Hill st, Charlestown Orders recommended by M

Grders recommended by Mayor Curley calling for appropriations of \$25,000 for the municipal employment bureau, \$25,000 for the commercial, industrial and publicity bureau, and \$1900 for the start of a historical library, to be housed at City Hall, were given a first reading.

Mayor Curley believes that in City Hall there should be a historical library easy of access to city authorities, as well as visitors, and his suggestion was that the city clerk have at his disposal a fund of \$1000 to be used for the purchase of books pertaining to historical Boston and Massachusetts.

Look Into Fund

Councilman Hein's order to learn ex-

SIOOO SALARY RAISE position from Councilor Ruby but it passed. The committee appointed by Ex. Mayor Nichols expended \$2137 of the appropriation for advertising the Boston celebration throughout the country.

It is believed that the Councilor from Ward 21 who offered the order thought a larger sum had been expended. The unofficial opinion was about \$4000, and Councilor Wilson expressed gratitude to A. C. Ratshesky, who was chairman of the committee, that there remained \$21,000. Mr Ratshesky, who resigned last week, is credited with preventing the entire fund going to an advertis-

WILL AGREE ON SELLING CITY PARK LAND, SAYS ALLEN

An arrangement satisfactory to all parties will be reached in connection with the passing over by the State to the city of Boston of a tract of land near the North Station, which is to be used for park purposes, Gov Allen said after a conference between State and

city officials yesterday.

With Gov Allen were Frank E.
Lyman, State Commissioner of Public Works, and his associates, Richard K. Hale and Herman A. MacDonald, for the State, and Mayor Curley, Thomas Long, Park Commissioner; Joseph P. Lyons, assistant corporation counsel, and Supt Carven Nudget for the city.

The Legislature passed the bill authorizing the transfer of the land to the city and some question arose as to the price.

SMOKE COMMISSIONER PROPOSED FOR BOSTON

A two-hour hearing was held yester-ay at the State House before the day at the State House Delors L. Legislative Committee on Public Health on four bills pertaining to the smoke nuisance in the State.

The speakers discussed alleged laxity of the Public Utilities Commission in enforcing the smoke abatement law, the establishment of a uniform stand. ard of emission of smoke and the need of an appointment by the Governor of a special commissioner to investigate smoke conditions in Metropolitan Bos-

Representative Lewis R. Sullivan of Boston and Chairman Henry C. Attwill of the Utilities Commission favored the recommendation of the commission made in a special report which was

before the committee.
Sheldon E. Wardwell, counsel for the
Massachusetts Electric and Gas Association, and H. Ware Barnum, attorney for the Boston Elevated, opposed the recommendations of the commission, although favoring the resolve to appoint a special commissioner to investigate smoke conditions

CITY HALL NOTES

A cut of \$585,000 in the \$37,700,000 estinated expenses of the city departments his year was ordered yesterday by Mayor Curley in a communication to Budget Commissioner Charles J. Fox. out warning against any reduction in the number of municipal employees.

An appropriation of \$25,000 to carry on the municipal Free Employment Bureau during the current year was approved yesterday by the City Council, on recommendation of Mayor Curley.

For the relief of traffic congestion at Charlestown, the City Council yes-terday approved the widening of Rutherford avenue and the construction of cross artery from the navy yard to Prison Point bridge.

The orders, presented by Councillor Thomas H. Green, who announced that they met with the approval of the Metropolitan Planning Division, were referred to Mayor Curley.

A fund of \$25,000 was made available yesterday by the City Council for the Commercial, Industrial and Publicity Commercial, Bureau, which has been recreated by Mayor Curley for the purpose of ad-vertising Boston throughout the world in an effort to induce industrial con-cerns to come here. Secretary John Scully of the Massachusetts Real Estate Exchange has been made director of the Industrial Commission, and Thomas A. Mullen of South Boston, director of the Publicity Commission.

Increase in the salary of the corpora-tion counsel to \$10,000 a year was recom-mended yesterday by Mayor Curley in an order to the City Council, pointing out that under existing conditions the first assistant corporation counsel receives \$500 more than his chief.

The order, which was referred to the committee on ordinances by President Lynch, would raise the pay of Corpora-tion Counsel Samuel Silverman \$1600, for he now receives \$9000.

EVERETT COUNCIL BACKS CURLEY PLAN

The Everett Common Council last night showed symptoms of siding with Mayor Curley of Boston for a Greater Hub to include the cities and towns in the larger area, by killing an order sent down by the Board of Aldermen in to the Curley plan. opposition measure died on a voice vote.

CURLEY SENDS TELEGRAM WISHING TAFT HAPPINESS

The following telegram was sent to-day by Mayor Curley to William How-ard Taft, retiring chief justice of the United States Supreme Court: "My dear Mr President;

"May every happiness attend you in your retirement to a well-deserved rest."

HERALD 2/4/30

HUB AIMS TO CELEBRATE 7 MONTHS

Observance of the Tercentenary to Be Unique

pointed by Mayor Curley.

SEPT. 17 BOSTON DAY

At the suggestion of Thomas F. Lock-ney of the committee, he said, it was decided to limit the period of celebra-tion from April 1 until Nov. 1, with something going on all the time, so that visitors to the city may have a good

Both Boy and Girl Scouts will be assigned to the duty of escerting the guests to the important points of historical interest and recalling the deeds and events that made Boston famous in the march of history. Saturdays will be reserved for the chief observances, for on each Saturday there will be an unveiling of a monumental tablet or a festival of some sort, in addition to the bloom the server of the committee.

Investigation of the expenditures made last year by former Mayor Nichols' tercentenary committee was ordered yesterday by the City Council on the demand of Councillor James Hein of Brighton, who alleged that no report was available on the \$25,000 fund provided for the committee.

He protested that although the maner

Will Advertise Over Radio

The entire celebration, Judge Frank Lev- and the rest had been returned to the eroni of the Juvenile Court recommend-city treasury, recalling that Mayor ed the appointment of a committee of Curley had complimented Chairman A. nine by Chairman Fitzgerald. This recommendation was adopted by the com-

fer with the heads of the radio broad order. cast stations to obtain their co-operation in advertising the celebration by

The commission voted to co-operate with the Massachusetts Bay Tercentenary Corporation, in which John Jackson Walsh has been active months. Both groups will hold a con-ference soon with Mayor Curley for the purpose of adopting plans to raise a fund to defray the expenses of the cele-

PLAN FOR MUSIC

Music Committee of State Tercentenary Commission Holds First Meeting, Formulates Policy for

Selection of Programmes for Official Celebrations

The newly organized music committee of the State Tercentenary Commission had its first meeting yesterday, under Professor Leo Rich Lewis, chairman, and formulated a policy for the selection of music for the various official cele-brations of the Commonwealth during the year.

A statement of the nature of this policy will be submitted to the State Commission itself tomorrow at the State House, it was announced.

The roster of the music committee shows a notable list of men and wo-men, and includes, hesides Professor Lewis: Mrs. Alvan T. Fuller, wife of former Governor Fuller; Serge Koussevitsky, conductor of the Boston Symphony Orchestra; Wallace Goodrich of the New England Conservatory of Music; Professor Edward B. Hill of Harvard, and Dean John P. Marshall of Boston University College of Music. The others are: Malcolm Lang, Mrs. Alexander Steinert, George W. Chadwick Lang, A. O'Shee Surveyis of Music. wick, John A. O'Shea, supervisor of mu-A continuous celebration lasting seven months will be staged here by the Boston tercentenary committee in observance of the founding of the settlement 300 years ago, according to plans outlined by former Mayor John F. Fitzgerald, serving as chairman of the committee of 350 appointed by Mayor Curley.

PROBE ORDERED

City Council to Investigate Expenditures Made Last Year by Ex-Mayor Nichols' Tercentenary Committee

or a festival of some sert, in addition had been appropriated to advertise to the blg celebrations which will be Boston throughout the country, he had held on the holidays with Sept. 17, as failed to see or hear of any publicity Boston Day, topping the programme. given Boston through the committee. Seeking to stop the order, Councillor

Israel Ruby of Dorchester declared that To outline a programme of events for only a few thousand had been spent Ratshesky for saving the money from being squandered.
But Councillors Wilson and Bush went

mission and the nine members will be assigned to their task without delay.

Dean Gleason L. Archer of Suffolk hat he had a right to obtain information and urging the passage of his o the aid of Councillor Heln, insisting ion and urging the passage of his

> Records in the office of City Auditor Rupert S. Carven revealed last night hat out of the appropriation of \$25,000 nade last year for advertising the terentenary celebration nationally, only 2137 had been paid out. The remaining 22,863 will be available for the new terentenary committee, headed by Chair-nan John F. Fitzgerald, former Mayor.

SPENT \$68,000 ABOVE LIMIT

Schoolhouse Board Overdrew Appropriation, Says Sullivan

\$560,118 INCREASE FOR MAINTENANCE

The old schoolhouse commission incurred between \$68,000 and \$75,000 in liabilities above its regular appropriation limit and "this bad financial situation is now under consideration by the city auditor," Business Manager Alexander M. Sullivan reported hi his financial statement for the year 1929 at the meeting of the school committee last night.

He said that the old board had overdrawn the appropriations made by the school committee and approved by former Mayor Nichols up to Dec. 31 last.

Just what procedure the city will take in the situation is conjectural, though the business manager pointed out that such action on the part of the old commission was illegal. The total expenditures for the maintenance of the public schools for 1929 was \$16,785,955.76. This was an increase of \$560,118.99 over 1928. The school committee

The school committee expended \$15,117,422.80 of the total through the office of the business manager and the old commission spent the balance alterations, repairs, furniture and fix-tures of school buildings.

In addition, \$2,650,259.55 was spent for lands, plans and construction of school buildings. This made a grand total of \$19,436,215.31.

Chairman Joseph J. Hurley said that the increase in expenditures was not

increase in expenditures was not the direct result of increased appropriations but was due to two reasons, first, the normal growth and expansion of the school system and secondly, the norml increase in salaries of teachers. from the annual pay increment.

Mrs. Elizabeth W. Pigeon was named

to the committee on naming school buildings for 1930.

NEW TEACHERS NAMED

Among the new teachers appointed were Dorothy L. Winchenbach, Marion A. Warren, James E. Haggerty, Arthur J. McAuliffe, Joseph Rains, Arthur B. Weener and the following assistant nutrition class attendants, Mary A. Conley Helen V. Morley, Mary O'Coin, Emms F. Faulstitch, Agnes G. Rowell and Helena G. Griffin, who stood the six highest on the civil service list. Della M. Dwyer, who was first on the civil service list, was appointed matron of the Charlestown high school. Mary A. Granfield resigned as teacher from the Roxbury Memorial high school. The committee ordered the sale of the

Pierpont school on Hudson street, South end, and the land, as it is no longer required for school purposes.

POST 2/4/30

INCKEASE IN COST OF SCHOOLS

Schoolhouse Commission Overdrew Budget by \$70,000

The cost of maintaining the public schools of Boston last year exceeded by \$560,118 that of the financial year 1928, according to a report made public at last night's meeting of the school committee by Business Manager Alexander M. Sullivan.

EXCEEDED APPROPRIATION

The report, likewise, officially recognized a "bad financial situation" in that the old Schoolhouse Commission overdrew the appropriations made by the school committee by over \$70,000. Chairman Joseph J. Hurley stated that this matter is now in the hands of the

The financial statement shows the expenditures for the year for all purposes to be \$16,785,955. Of these expenditures for maintenance of the public schools the sum of \$15,117,422 was expended by the school committee through the office the school committee through the onice of the business manager and the balance of \$1,688,532 for alterations, repairs, furniture and fixtures of school buildings was expended by the old Schoolhouse Commission.

Reasons for Increased Expenses

Chairman Hurley declared that the increase for the year 1929 above that of 1928 of more than half a million dollars is not directly the result of increased appropriations or expenditures authorof increased by the committee during 1929 but for the greater part are caused by two things.

"One is the normal growth and ex one is the normal growth and expansion of the school system, he said, and secondly, the increase in the salaries of teachers, by which each year the teacher receives a fixed increase until they receive the maximum."

The school committee did not decide to take action against members of the old Schoolhouse Commission old Schoolhouse Commission for the shortage of over \$70,000, taking the stand this was solely in the hands of the city auditor for the present.

The business manager reported that there was expended during the financial year 1929 for lands places and

there was expended during the financial year 1929 for lands, plans and construction of school buildings the sum of \$2,650,259. Expenditures for the preceding year for lands, plans and construction of school buildings amounted to \$3,408,407.55. At the end of the year the lands, remaining the year ended from an balance remaining unexpended from appropriations previously made for lands, propriations previously made for lands, plans and construction of school build-ings was \$1,548,990.48. This balance of \$1,548,990.48 is largely reserved for contracts that are now in operation covering buildings in the process of con-struction or to be constructed in the future.

The school committee reported it advisable to sell the Pierpont School on Hudson street, South End, as it is no longer suitable for school purposes.

Chief Items of Expense

The chief items of expenses were listed as follows:

Salaries of principals, teachers, di-ectors, supervisors and others, \$11,-

Salaries of administrative clerks, supervisors of attendance, etc., \$386,281

Salaries of custodians and matrons, \$893,557.

Fuel and light, including electric cur-

rent for power, \$465,734. Supplies and incidentals, \$1,008,017. Physical education-schools and play-

Physical equation schools and play grounds, \$285,644. Salaries of school physicians, school nurses and care of teeth, \$209,507. Extended use of the public schools,

Pensions to teachers, \$127,599.

HERALD 2/4/30

SUNDAY BASEBALL LICENSE GRANTED

Professional Sports at Braves Field Sanctioned

A license to play professional baseball and football games at Braves field on Sunday afternoon until Nov. 15, was granted by the city council yesterday to the Boston National league club. The application, which was filed last November, was withdrawn from storage by the executive committee of the council and after Councilman Robert Gardiner Wilson, Jr., had obtained assurances that everything in connection with the application was in strict accord with legal requirements, the committee reported to the council that the license should be granted.

Prior to formal action, Councilman Wilson insisted that specific assurance must be given by City Clerk Doyle that the liability bond of \$100,000 filed by the club fulfilled all the provisions of the city ordinances,

"These are the same people who were in here a year ago," said Wilson, "and about whom we heard quite a little

His colleagues were disinclined to re-open the sensational controversy of last year and they showed a disposition to speed along the issuance of the license.

HERALD 2/4/30

TUBERCULOSIS FUNDS NEEDED

Local Association Faces Curtailment of Its Preventive Work

WILL APPEAL TO CITY TO ASSIST IN TASK

The Boston Tuberculosis Association must either have more money or cut down on those of its activities which are more rightly the obligations of the city's health department than those of the association, President John B. Hawes told members at their annual meeting in the University Club yesterday afternoon.

Dr. Hawes made specific reference to the association's preventorium, main-tained for the care and building up of tubercular children who otherwise must inevitably succomb to the disease. A reduction of from 50 to 40 permanent beds has already been made, he said, yet the association showed a deficit of more than \$5500 for the year past. Last

gratifying results from treatment re-

gratifying results from treatment received there.
"If necessary," said Dr. Hawes, "we will even cut out our summer camp, but we are doing work the city shound do. I am going to Dr. Mahoney (health commissioner) either with tears in my eyes or with a gun in each hand. It is work of vital importance, the need for which is growing. Facilities for its expansion must be had."

The preventorium as a consequent.

expansion must be had."

The preventorium as a successful institution for the control of tuberculosis was described by Dr. Benjamin Goldberg, director of the Municipal Tuberculosis Sanitarium of Chicago, the largest of its kind in the world, which has been instrumental in curbing the disease in that community where more disease in that community, where mor-tality has been exceedingly high.

OFFICERS CHOSEN

The following officers were named for 1930: President, Dr. Hawes; vice-president, George S. Mumford; treasurer, Dr. James J. Minot; clerk, Miss Isabel F. Hyams; new members of the council,

F. Hyams; new members of the council,
James M. Curley, Dr. James M. Faulkner, Rabbi Harry Levi, Dr. W. Russell
McAusland, Everett Morss, Jr., and
Alexander Wheeler.
For the executive committee: chairman, Dr. Hawes; Dr. Cleveland Floyd,
Dr. James M. Faulkner, Dr. George S.
Hill, Miss Isabel F. Hyams, Everett
Morss, Jr.: Henry C. McKenna, Dr.
James J. Minot, George S. Mumford,
Dr. Edward O. Otis, Miss Julia C. Prendergast, Alexander Wheeler, Mrs. Reginald Heber White and Dr. Charles F.
Wilinsky.

HERALD 2/4/30

Lexington, Canton, Milton Frown on Merger Schedule

Chairman of Selectmen Voice Objections-One Warns Against Boston "Camouflage" in Plan

The Everett common council, after a lengthy session last night, became the first governing body in Greater Boston to go on record as favoring the plan for a metropolitan Boston, advocated by Mayor Curley

Although Councilor Robert Morris of ward 4 sought to have the question tabled, the council finally took a ballot in which it failed to concur with the board of aldermen, which last week voted to oppose the metropolitan plan.

By EDWARD D. DRUAN

Milton, Canton and Lexington, speaking through the chairmen of their boards of selectmen, have joined the widening circle of municipalities recorded as unfavorably disposed towards the metropolitan Boston, or borough, plan sponsored by Mayor Curley. Like most of the towns in the metropolitan area—and particularly the towns of a predominantly residential type—these three communities see little if any gain, and a probable loss, in linking their destinies with the "mother" city of the metropolitan area. metropolitan area.

In the case of Lexington and Canton,

however, the town officials interviewed did not reject the plan in its entirety but suggested that its idea of inter-community co-operation might possibly be

munity co-operation might possibly be acceptable in limited form, as in the case of fire and police protection.

Albert H. Burnham, chairman of the Lexington board of selectmen, said, "Personally, I do not want to see Lexington become a part of Boston. However, while I do not feel justified in talking about the plan until I know more about it or until something more definite has been developed, I am inspections of the property of the plan to think that possibly something. clined to think that possibly something might be worked out for a federation on the lines of the metropolitan dison the lines of the metropolitan district commission, wherein the town keeps its identity but is linked with other communities by some organization working for the common good of all."

CANTON OBJECTIONS

Joseph F. Wattles, chairman of the board of selectmen of Canton, thus

board of selectmen of Canton, the expressed his views on the subject:
There is no question that this town would be almost unanimous against annexation to Boston or any other of the various plans for linking together the suburban towns with Boston, and to each

There is but a small portion in the northeast part of the town within 10 miles of the State House, and southbound residential growth

and southbound residential growth seems to come no further south than Paul's bridge at the Milton-Boston line near Readville. In addition we have a barrier or buffer territory formed by the Blue Hills reservation, under the juris-diction of the metropolitan district

commission, which added to the estates of the many wealthy residents in the Ponkapoag section, many of which are large in area, practically separates us from the city, and we seem many miles away, more in mind than in fact.

I further believe that with its wonderful financial condition, as a widenced by the fact that we are

evidenced by the fact that we are the only town in the common-wealth virtually free from debt, and that with a valuation of \$9,-000,000, representing real property assessed at reasonable figures. Canton has no incentive to lose its identity in a metropolitan area or Greater Boston.

There is but one phase of town activity in which we might profit by such a union, and that is the department of public safety as represented by our fire and police de-partments. These departments if hooked up with other departments of similar character in the metro-politan area and with Boston, might profit to a slight degree in better methods of protection, but this advantage is far outweighed by other factors not so favorable.

THE VOICE OF MILTON

Kennth D. Johnson, chairman of the Milton board of selectmen, said:

The current business policy of mergers" naturally leads certain imitative individuals to recommend similar policy in respect to municipal government. Beware of counterfeits!

Boston believes that it is paying too much for the cost of the various metropolitan activities. There has been no specific suggestion that the total cost of these activities can be reduced by the establishment of reduced by the establishment of a metropolitan Boston. Clearly the result desired by Boston is to reduce her share of the cost and to increase that borne by the suburban municipalities

Bear in mind that Boston's business property—the property that produces the greatest amount of revenue per square foot-yields an enormous revenue for Boston chiefly because that property is supported by the non-residents, who live in the suburbs and spend their money in Boston. Every such dollar spent is a direct contribution to the city of Boston, and without the accu-mulation of those dollars Boston's plight would be pitiful.

Surely, Boston, you owe more to your good friends and neighbors, the suburbs, than to invite them to join with you in a scheme that will increase their burden the while you decrease your own. And please do not camouflage your pur-pose by citing the example of Lon-don, which is far enough away from us so as to provide scant op-

portunity for close observation.

Attend to your own domestic business and be sure that you have

that in order. By doing that you will enjoy the benefits of friendship and co-operation with your

ZONING ACTIONS CALLED BLACKMAIL

Practice of Charging Violations Denounced by Schwartz

The practice of bringing actions charging violations of the zoning laws was characterized as "legalized blackmail" by Leo Schwartz, assistant corporation counsel for the city of Boston, yesterday, at a hearing before the joint judiciary committee at the State House on a bill to permit courts to require the filing of a bond in legal proceedings in connection with the city's zoning laws.

Violations are charged, he said, for the purpose of tying up construction of a building so that the defendant win be forced to pay money or else stop work at great loss. Builders should be pro-Builders should be protected, he urged, by leaving it within the discretion of the court to require the plaintiff to file a bond to indemnify the defendant against loss or damage caused by proceedings.

The measure was favored also by Atty. Richard W. Hale, Frank Bhewster and Eliot N. Jones, members of the board of zoning adjustment, and Thomas H. Bilodeau, legislative agent

for the city of Boston.

The committee also heard proponents The committee also heard proponents for a measure to allow jury trials in civil cases in municipal courts for the relief of the crowded superior court dockets. Attv. Thomas H. Malboney of Bosion and Atty. Clarence W. Rowley, representing the law society of Massachusetts, pointed out the advantages of the proposed legislation. the proposed legislation.

TERCENTENARY MUSIC COMMITTEE CONFERS

Plans Laid for Part Songs Will Play In State-Wide Celebration

Plans for the part that music and song wil play in the state-wide celebration of the tercentennary anniversary were discussed at a meeting of the tercentennary music committee at 22 Beacon street yesterday aireman. Prof. Leo Rich Lewis presided. Various proposals were discussed and it was the unanimous opinion of the members the tercentennary must be glorified in song and music.

Final action was not taken on the proposals. It was agreed to submit a report to the tercentennary state commission. Professor Lewis said that it is expected that announcement of the plans wil be made public within the next several days.

TRANSCRIPT 7/4/3.

Curley Hopes for Taft's Happiness

Mayor Curley today sent the following telegram to William Howard Taft, re-tiring chief justice of the United States Supreme Court:

My dear Mr. President-May every happiness attend you in your retirement to a well-deserved rest.

JAMES M. CURLEY. Mayor of Boston.

G-40BE 2/5/30 AM

CURLEY PLANS LUNCHEON FOR MICHIGAN GOVERNOR

Gov Fred Warren Green of Michigan will be the guest of honor at a lunch-eon given by Mayor James M. Curley at the Hotel Statler Friday, Feb 14, at 1:15 p m.

Gov Green is commander-in-chief of the United Spanish War Veterans,

SENATOR MICHAEL WARD AT BOSTON CITY HOSPITAL

Senator Michael J. Ward of Boston is under observation at the Boston City Hospital where he was taken yesterday afternoon following his collapse in the office of the Civil Service Commission at the State House.

Dr Sumner C. Andrews, department examining physician, gave first aid treatment and ordered him taken to the hospital. No arrangements were made last night for his removal and he is being held for further observa-

Ward has been very active in public affairs and last year had the distinction of being a member of both the State Senate and the Boston City Council from the Roxbury district. He was an ardent advocate of Al Smith and a loyal lieutenant of Mayor Civilary

Curley.

He is 31 years of age and a resident of Roxbury. Before running for public office, he was attached to the secretarial force of Mayor Curley.

MAYOR TO CUT DOWN CITY'S AUTOMOBILE FLEET

A request for an automobile and chauffeur for the Board of Election Commissioners yesterday brought forth the caustic comment from Mayor Curley that the fleet of automobiles now in use is larger than that used by the Federal Government. The Mayor also said that instead of increasing it was his plan to decrease the fleet.

It also appears that department em-

It also appears that department employes with the exception of the heads of departments will do their own driving of cars assigned to them.

Mayor Curley in a communication to Chairman Frank Seiberlich of the Election Department advised Mr Seiberlich to confer with the commissioner of public works and arrange for the loan of a car when his department needed it.

GLOBE 2/5/30

ZONING LAW AID TO HOME OWNER

W. Franklin Burnham Lectures on Real Estate

"There is a wonderful future for honest and reliable real estate appraisers," declared W. Franklin Burnham, chairman of the State Federation Planning Board and member of the Boston Zoning Adjustment Board, in an address last evening in the real estate course, State Department of Education University Extension Division, at the State House,

The speaker followed that statement with another that there have been various instances of excessive over-valuation in real estate appraisement in this State of late years. He urged his hearers to resist all

efforts of self-seekers to get them to overvalue real estate by offering a gratuity or by any other form of temptation, and he assured them if they succumbed to such temptation they would surely live to rue it.

Mr Burnham's address was in the main explanatory of the zoning system in Boston and other communities throughout the State and of the desirability sirability of such a system for the protection of property owners, particularly owners of very moderate means, whose residential property might other-wise undergo serious deterioration in alue by the intrusion of objectionable

industries or places of business.

He cited instances to show certain communities had been slow in adopting a zoning system, under the impression that it would deprive property owners of some of their rights, yet had later been glad enough to adopt zoning to avoid introduction of some unwelcome industrial interloper in a superior residential district.

Mr Burnham paid high tribute to Mayor Curley, to certain public-spirited citizens and the Boston newspapers, who, he said, had collectively published 703 columns of material in favor of the zoning system before it was authorized by the Legislature less than 10 years ago.

CITY FIRE REPORT FAILS TO BECOME BEST SELLER

The printed report of Mayor Nichols' Committee on Fire Insurance Rates has not become a best seller, and the City Council Committee on Printing may decide to advertise for customers at \$5 a copy. The volume cost \$4.50 a copy to print.

The municipal printing deparrtment turned over 300 copies to the Fire Department at \$5 a copy and has 500 copies left, of which only about 75 copies have been applied for.

Fire Department copies were distributed to supervising officers for study. RECORD 2/5/30

Building Construction in Hub Up a Million

There has been nearly a million dollars more building construction in Boston last month than in the same month last year, according to the report filed for the month of January with Mayor Curley by Building Commissioner Eugene C. Hultman.

Michigan Governor to Be Curley's Guest

Gov. Fred Warren Green of Michigan will arrive in Boston Friday, Feb. 14, and will be the guest of the city at a luncheon tendered by Mayor Curley at the Copley Plaza Hotel on that day.

HERALD 2/5/30

HULTMAN SEES BUILDING BOOM

Nearly \$1,000,000 More Construction Last Month Than In January, 1929

The estimated cost of building construction in Boston for which permits were issued in January is \$915,529 more than in January, 1929, according to the first monthly report of Building Commissioner Eugene C. Hultman.

Permits this year were 407 and the total estimated cost of construction is \$2,836,853. In 1929 the number of permits was 405 but the estimated cost was \$1.921.324.

The largest project which was started in January is the new telephone building at Cambridge and Chardon streets adjoining the present Haymarket ex-

Commissioner Hultman, because of his knowledge of many more big construction projects, for which permits were issued this month, or which will be issued later, predicts that 1930 will be a prosperous year for the building trades.

SEN. WARD IN HOSPITAL FOLLOWING COLLAPSE

Reported Comfortable-Stricken in State House

State House

Senator Michael J. Ward of Boston, who was taken to the Boston City Hospital yesterday, following a collapse in the office of the civil service commission in the State House yesterday shortly before 1 P. M., was resting fairly comfortable last night. He was ordered to the hospital by Dr. Sumher C. Andrews, examining surgeon for the civil service department. His name is not on the danger list. Senator Ward has been taking a particularly active part in legislative debate and committee hearings during the past few weeks.

GLOBE 2/4/30 PM

HUB SENATOR IN COLLAPSE

Michael J. Ward Taken to City Hospital



SENATOR MICHAEL J. WARD

Senator Michael J. Ward of Boston, collapsed today in the office of the Civil Service Commission, State House. Dr Sumner C. Andrews, department examining physician, ordered him removed to the City Hospital.

Senator Ward will remain at the hospital for observation and further exam-

Ward last year had the distinction of being a member of both the State Senate and the City Council from Roxbury. He was an ardent advocate of Al Smith and a loyal lieutenant of Mayor Curley. Ward is about 31 years old and a resident of Roxbury. Before running for public office he was attached to the secretarial force of Mayor Curley.

NO CHAUFFEUR FOR **ELECTION BOARD**

A request for an automobile and chauffeur fo ruse of the Board of Election Commissioners today brought forth from Mayor Curley the caustic comment that the fleet of automobiles now in use is greater than that in use by the Federal Government and instead of increasing it, it is his purpose during the coming year to reduce it.

It also appears that department employes, with the exception of the head of the department, will hereafter do the chauffeuring of cars assigned to the particular department, rather than have chauffeurs drive them around.

Mayor Curley in his communication that the communication of the communication of

to Chairman Frank Seilberlich.

Mayor Curley in his communication Mayor Curiey in his communication to Chairman Frank Seilberlich of the Election Department said it would be advisable for Mr Seiberlich to confer with the Commissioner of Public Works and arrange for the loan of a communication of the loan of car whenever the necessities of his de-partment require the use of one.

TRAVELER 2/4/30

TELLS OFFICIALS TO WALK MORE

Mayor Denies Request of Department for Car and Chauffeur

City officials were sentenced by Mayor Curley today to do more walking and far less motoring in city-owned automobiles. He not only denied the request of the election department for the assignment of an automobile, with a chauffeur, but bluntly told the commissioners to borrow a machine from the department of public works whenever needed. ever needed.

Te mayor declared it to be his purpose to reduce materially the number of pleasure cars maintained by the city. It has been rumored also that he proposes to initiate a new policy in the purchase of automobiles for the use of department officials, who will henceforth do their riding in moderate priced

cars instead of expensive limousines.

In denying the request of the election commissioners, the mayor wrote to Chairman Frank Seiberlich

"I beg to state that from what I have been able to observe the fleet of citiy automobiles now in use is greater than that in use by the federal government and rather than increase the

number it is my purpose during the coming year to materially reduce it.

"In addition I intend to provide that all individuals connected with any department, with the exception of the head of the department, shall operate the car which is assigned to that dethe car which is assigned to that department.

"It would be advisable for you to confer with the commissioner of public works and arange for a loan of a car whenever the necessities of your department require the use of one.'

AMERICAN 2/4/30

Sen. Ward Stricken at State House

Senator Michael J. Ward, former city councilor and at present chief lieutenant for Mayor Curley on Beacon Hill, collapsed today in the State House.

He was taken ill in the office of the civil service commission as he was about to start for the Senate chamber, Dr. Sumner C. Andrews, medical surgeon attached to the civil service department, gave first aid and then he was sent to City Hospital, where physicians said his condition was serious.

Senator Ward has been in ill health for some time, but had remained at his post.

TRAVELER 2/4/30

SPENT \$68,000 ABOVE LIMIT

Schoolhouse Board Old Overdrew Appropriation Says Sullivan

The old schoolhouse commission incurred between \$68,000 and \$75,000 in liabilities above its regular appropriation limit and "this bad financial stituation is now under consideration by the city auditor," Business Manager Alexander M. Sullivan reported in his financial statement for the year 1929 at the meeting of the school committee last night.

He said that the old board had overdrawn the appropriations made by the school committee and approved by for-

mer Mayor Nichols up to Dec. 31 last.

Just what procedure the city will take in the situation is conjectural, though the business manager pointed out that such action on the part of the old commission was illegal. The total expenditures for the maintenance of the public schools for 1929 was \$16,785,955.76. This was an increase of \$550,112,99, every 1939. of \$560,118.99 over 1928. The school commit

of \$560,118.99 over 1928.

The school committee expended \$15,117,422.80 of the total through the office of the business manager and the old commission spent the balance for alterations, repairs, furniture and fixtures of school buildings.

In addition, \$2,650,259.55 was spent for lands, plans and construction of school buildings. This made a grand total of \$19,436,215.31.

Chairman Joseph J. Hurley said that

Chairman Joseph J. Hurley said that the increase in expenditures was not the direct result of increased appropriathe direct result of increased appropriations but was due to two reasons, first, the normal growth and expansion of the school system and secondly, the norml increase in salaries of teachers from the annual pay increment.

Mrs. Elizabeth W. Pigeon was named to the committee on naming school buildings for 1930

buildings for 1930.

NEW TEACHERS NAMED

Among the new teachers appointed were Dorothy L. Winchenbach, Marion were Dorothy L. Winchenbach, Marion A. Warren, James E. Haggerty, Arthur J. McAuliffe, Joseph Rains, Arthur B. Weener and the following assistant nutrition class attendants, Mary A. Conley, Helen V. Morley, Mary O'Coin, Emma F. Faulstitch, Agnes G. Rowell and Helena G. Griffin, who stood the six highest on the civil service list. Delia M. Dwyer, who was first on the civil service list, was appointed matron of the Charlestown high school. Mary A. Granfield resigned as teacher from the Roxbury Memorial high school.

The committee ordered the sale of the

The committee ordered the sale of the Pierpont school on Hudson street, South end, and the land, as it is no longer required for school purposes.

Friends of Six Not Yet Confirmed Keep Telephones Busy

Many telephones rang yesterday afternoon as anxious friends of six of Mayor Curley's appointees, who have not yet been confirmed by the civil service commission, rang up the State House to inquire what action, if any, that body had taken with regard to the

Late in the afternoon it was announced from the civil service department that action by the commission had been postponed until today.

Those whose appointments are pending approval by the civil service authorities are: Peter F. Tague, as principal assessor; Joseph A. Conry as traffic commissioner; Joseph A. Rourke as commissioner of public works; James E. Maguire as institution commissioner; Edward F. McLaughlin as fire com-missioner; and John J. Lydon as sold-iers' relief commissioner.



Mayor Curley will give a luncheon at the Statler Friday noon, Feb. 14, to Gov. Fred W. Green of Michigan, who will pay an official visit to Boston, in his capacity as commander-in-chief of the United Spanish War Veterans.

POST 2/5/30 MALDEN FOR NO GREATER HUB

Aldermen Vote Against Plan, 4 to 3

The Malden Aldermen, by a vote of 4 to 3, last night went on record as opposing the joining of Malden with the Greater Boston, proposed by Mayor Cur-

Greater Boston, proposed by Mayor Curley of Boston.

The vote of the Aldermen was to concur with a similar resolve passed by the
Common Council of the city. The vote
of the Aldermen was tied at 3 to 3
and the tie was broken by President
Fred A. Gass, who cast his ballot
against the so-called annexation pro-

The gist of the resolve now passed by both branches of the city government was to the effect that the city fathers do not favor any annexation of Malden to a Greater Boston, in line with the plan proposed by Mayor Curley.

POST 2/5/30 **URGING HONOK** TO GALLIVAN

Petition for Renaming of Southern Artery

A new petition asking for the change of the name of the so-called Southern Artery in Dorchester to the Gallivan boulevard has been filed with the Bos-ton street commissioners, and a hearing on the mattery is expected to be assigned soon, it was anonunced yesterday at City Hall.

The matter was proposed a year ago

The matter was proposed a year ago and a public hearing was held, but after the hearing the commissioners voted to take no action on the proposal. The original proposal was supported by many prominent citizens who favored naming the artery for the late Con-gressman James A. Gallivan, who had

This new petition, recently filed, has the support of a large number of Dor-chester residents and also the backing of numerous veterans organizations. The proponents of the plan say that Mayor Curley has given his unqualified

endorsement. The new petition was filed by Eugene T. Kinnaly, former secretary to Congressman Gallivan, and William H. Carey, president of Suffolk County Council, V. F. W., representing various veterans organizations.

SOUTH BOSTON DISTRICT

Plans are under way for a testimonial banquet in honor of Pres William G. Lynch of the Boston City Council, Councilor from Ward 7 of this district. The event will be held in the Elks Hotel, Feb 11. Men and women are privileged to attend. Ex-Representative Michael J. Reidy win be the toastmaster. Albert J. Hines is chairman of the committee and Wilis chairman of the committee and while liam J. Santry secretary-treasurer. William J. Waliace has charge of the entertainment and Edward J. Carroli is chairman of publicity. From the returns made so far the banquet promises to be a great success. The speakies to be a great success. The speakers will include Mayor Curiey, Judge Enward J. Logan and William H. Mc-



Edward W. Foye Like Father! of Dorchester, appointed yesterday by Mayor Curley as city auctioneer, an office held for many years (Daily Record Photo) by his late father.

HERALD 2/5/30

CURLEY PUTS BAN ON PLEASURE CARS

Borrow One, He Tells Seiberlich-Plans Expense Cut

Boston taxpayers will be relieved by Mayor Curley of the support of chauffeur-driven automobiles used by subordinate officials of municipal departments when he enforces the rule which he announced yesterday, in declining to assign an automobile and a chauffeur to the election commissioners. If the mayor follows his plan to a conclusion, he will not only materially reduce the number of automobiles operated by departments, but when replacements are necessary, he will insist upon the adoption of a low-priced car as the standard for departmental

car as the standard for departmental officials.

He bluntly told Chairman Seiberlich of the election commission that whenever the commissioners have need of a car, they can arrange to borrow one from the department of public works.

POST 2/5/30

ACT ON MAYOR'S

poned late yesterday until this morn-ACT ON MAYOR'S

APPOINTEES TODAY

Action on the remainder of Mayor

Curley's appointments by the State
Civil Service Commission were post-

sioner; Joseph A. Conry, traffic commissioner, and Edward F. McLaughlin as fire commissioner. No special significance was attached to the postponement, it was announced.

Four Curley Men Rejected; Names Go Back

Conry, Maguire, McLaughlin

and Harding to Election Commission

By Forrest P. Hull

Long-delayed news from the Civil Serv- Rourke Had Four Years ice Commission on the six appointments by Mayor Curley before that body, came Works commissioner under the previous as a shock to City Hall today, when the official communication revealed that only two of the appointees, former Congressman Peter F. Tague, as principal assesman Peter F. Tague, as principal assessor, and John J Lydon, as soldiers' relief with an iron hand, kept the contractors commissioner, had been confirmed, leaving in the discard, Joseph A. Rourke, as public works commissioner; Joseph A. Conpublic ry, as traffic commissioner; Edward E. McLaughlin, as fire commissioner, and James E. Maguire, as institutions commissioner.

Mayor Curley could hardly credit his official information, but as rejection of appointments by the Civil Service Commission was no unusual experience for him, he took the matter calmly and announced that, as apparently the commission had lacked the necessary time for its deliberations, he would send back the names of all four men rejected. mayor said:

"The failure of the Department of Civil Service and Registration to confirm the appointments of Joseph A. Rourke as Commissioner of Public Works and James E. Maguire as Institutions Commissioner, coupled with the request that the names of these two men be resubmitted for further examination and reconsideration, and the failure to approve the nomination of Hon. Joseph A. Conry as Traffic Commissioner and Edward F. McLaughlin as Fire Commissioner, in view of their exceptional qualifications for the positions that they seek, and in view of the further fact that by education, training and experience all are qualified for the positions they have been designated to fill, is difficult to understand and, accordingly, I am this day re-submitting the names to the Civil Service Commission as apparently sufficient time for investigation and consideration has not been given in any one of these four cases."

Rays of Hope Seen

Despite failure of the Civil Service Commission to confirm four of the six appointees, there is a ray of hope for the mayor ni the request that the names of Mr. Rourke and James E. Maguire

be resubmitted for further consideration, ment division of the Street Laying-Out. This is an usual procedure, but similar Department, has been slated for a posiaction has been taken in several cases tion on the board since election. Mr. during past administrations. ray of hope in the fact that the Commis- 1899. He was one of the men closest to sion did not act on the other appointees. Mr. Curley in the campaign.

But the time limit within which action Another appointment of Mayor Curley's must be taken would expire before antoday was that of James F. Gaïney of other meeting next Tuesday, and under 51 Adams street, Dorchester, as a memsuch circumstances the appointments how of the hoard of appeal, vice John

Mayor Astounded by Civil been rife concerning the fate of the ap-tect and builder.

Sorvice Assistance by Civil been rife concerning the fate of the ap-tect and builder.

Jointees. It was apparent that much un-Mayor Curley today accepted the resignment of the concerning the fate of the ap-tect and builder. ticians felt might be rejected was that of missioner, to take charge, James E. Maguire of East Boston, whose activity in politics has been marked for many years. It was thought that his enemies might prevail despite whatever personal qualifications might be relied To the Editor of the Transcript:

Joseph A. Rourke served as public Curley administration and was regarded by the mayor and other city officials as remarkably well fitted for the position, a man who held the department up to a high standard of discipline, who ruled coupled with the engineering foundation which he received at Worcester Polytechnic Institute, was supposed to give him the necessary training, education and experience.

Joseph A. Conry was another appointed who seemed, at least in the eyes of City Hall, as specially well qualified for the position of traffic commissioner, considering the fact that he had been a metropolitan-minded man for many years, actively engaged in political and public affairs and director of the port of Boston years ago, at which time he was engaged in solving the tarffic situation of Boston, with particular reference to the routing of freight traffic between the railroad terminals and the express offices.

Edward E. McLaughlin, one of the most active men in promoting the candidacy of Mayor Curley in the last election, had had no experience in the fire department, or in the management of large bedies of men, but as member of the Legislature and as member of the City Council, he had displayed general ability of no mean

Bogan to Street Commission

Mayor Curley, besides paying tribute to the men whose names were rejected by failure on the part of the Civil Service Commisison to act upon them in the time allotted by law, made several other announcement of interest.

The first was that of the appointment of Charles F. Bogan of 1500 Commonwealth avenue, Brighton, to the position of street commissioner, salary \$6000, in place of Major Charles T. Harding, who was named as member of the Election Commission, salary \$5000, to take the place of Mrs. Nina M. Gavalt, whose resignation had been accepted.

This change-about came as a complete surprise, even though there had been rumors for weeks that Mr. Bogan, who alds the position

during past administrations. In one or Bogan, who is a brother of Dr. Frederick, more cases resubmission has even re-L. Bogan, for years chairman of the sulted ni a reversal of original decisions School Cimmittee, had been employed in a resulting a confirmation. against confirmation. There is another the street laying-out department since

such circumstances the appointments ber of the board of appeal, vice John failed.

D. Marks, resigned. Mr. Gaffney has

favorable propaganda had been at work, nation of William S. Kinney as instituparticularly against former Congressmantions commissioner and designated John Tague, who, it was felt in political circles, J. Lydon to act temporarily. He also might be denied a position on the board accepted the resignation of William A. Tague and Lydon Win

Tague and Lydon Win

Mr. Tague, appraised of Fisher as traffic commissioner and designation of the efforts against him, requested a sec nated Colonel Thomas F. Sullivan of the ond hearing before the board and ob Transit Commission to act temporarily, tained it. After that experience he felt and the resignation of Herbert Frost, only other appointment which the polis Philip A Chapman, penal institutions comticions felt might be rejected was their designation of the board as complete.

AS TO GREATER BOSTON

The suggestion for a Greater Boston shows the same reaction which has folowed every like suggestion in the past thirty years. The ninety and nine of the people living in the cities and towns in the metropolitan area outside of Boston are opposed to any union, or annexation, whether by a borough system or any other proposed plan. A study of the problem will merely result in presenting the benefits and the practical objections, both of which are now well known. The benefits may be obtained in large measure without destroying the autonomy of any city or town, thus overcoming most of the objections raised.

This may be done by a brief statute providing that the cities and towns within the Metropolitan Parks District as defined by the General Laws of the Commonwealth, shall hereafter be known is Boston. They shall continue to hold he autonomy they now poss as in every particular under general and special laws now applicable to each and all of them, save and except such as apply and relate to existing fire, police and health departments therein.

The Metropolitan District Commission shall form a department of Public Safety for said cities and towns which shall create a unified fire and police division and a health division. All general and special laws relative to fire, police and health departments shall apply to said Department of Public Safety.

The expense of said Department shail be apportioned and assessed as provided by Chapter 92 of the General Laws.

In this connection all must admit that the Metropolitan District Commission for many years has ably and prudently managed the metropolitan water, sewer and park systems, as well as the metropolitan The commission can be depended police. upon to so manage a metropolitan de-

partment of public safety.

As Mayor Murphy of Somerville said, and without criticism of individuals, Bos ton must show better conditions within itself, "streets, for example," before other cities and towns will join it in any form of government however limited. He sounded the real note of objection. Does mere size bring about better gov-Does mere size bring about Action of the ernment? It does not appear so when we think of New York and Philadelphia. At Chicago we stand aghast.

T. J. LYONS

Boston, Feb. 3.

TRANSERIPT 2/5/30

For Sale-By the City of Boston to the Lowest Bidder



Boston Airport Corporation Hangar

Location There Is a Lot of Good Material in the Building Bricks, Metals and a Number of Heavy Wooden Arched Beams. If You Are in the Market Location There Is a Lot of Good Building Cheap, Get in Touch with Chairman Long at Once. No One at the Airport Will Miss It Announced That An Advertisement for Bids on Its Removal Will Appear in the City Record Tomorrow. The Advertisement Will Specify That the Building Must Be Removed Within Ten Days of the Signing of the Agreement. Incidentally, Aside From Its Outward Appearance and Unfortunate With the Approval of An Order to Purchase This Building Signed by Mayor Curley Yesterday, Chairman Long of the City Park Department Has

GLOBE 2/5/30 PM

GOODWIN ASKS \$10,000 MORE

Finance Commission Needs It, Chairman Asserts

Chairman Frank A. Goodwin of the Boston Finance Commission told the Legislative Committee on Municipal Finance today that the commission cannot do the work that should be done unless it obtains an increased appropriation. He was urging favorable action on his bill for an additional \$10,000 for the commission's work.

\$10,000 for the commission's work.

At the present time the commission's appropriation is \$50,000, of which the chairman receives \$5000. After salaries and expenses are paid there is left approximately \$18,000 for routine work and investigations.

work and investigations.

"The commission has done nothing about check up on the \$1,000,000's worth of supplies purchased by the city," Mr Goodwin declared. "No attempt has been made to check up on contracts. Recently we received a letter from the property Mayor requesting that we ensure the contract of the contract present Mayor requesting that we engage inspectors to check up on snow removal and other work. Apparently, he wants us to have an inspection force to watch the inspection work.
"We can't do the work that ought

to be done unless we get the increase.'

Satisfied, Goodwin Admits

Acting Chairman George P. Anderson asked, "Are you satisfied with the \$5000?"

Mr Goodwin replied, "Yes, good enough for me."

Mr oGodwin pointed out that investigations by the commission in the past have been made on complaints and confined to specific cases. He said, for example, no checkup has been made of the organizations of the various city institutions.

"I found that the Finance Commission has done practically nothing except where specific complaint has been

made," he said.

Mr Goodwin said the Hyde Park
High School investigation last year
cost \$8000 and that the whole appropriation of the commission was cleaned up in 1929.

Referring to the East Boston tunnel case, Mr Goodwin said his idea was to go into the whole matter before anything happened so he engaged a real estate expert, who consulted with the city's real estate expert.

"With the result that I think we got a fair valuation of the property," he explained.

Mr Goodwin said the commission's expert received about \$2900 for his work while the city's man will receive about \$18,000.

Wants To Be Able to Investigate

Representative Anderson asked if it was Goodwin's idea to put some "teeth" into the commission's activities. The chairman replied that he liked to be able to investigate the mat-

liked to be able to investigate the matters that he outlined.

A somewhat general discussion followed between Mr Goodwin and members of the committee concerning the commission and its past performance. During this discourse, Representative Renton Whidden of Brookline asked Mr Goodwin if he had talked this situation over with Ex-Gov Fuller.

"To tell you the truth, I don't think he's know anything about it," replied

Mr Goodwin.

Representative John Halliwell of

New Bedford asked: "You want to be the pitcher?"

"I have been the catcher," replied Mr Goodwin, with a laugh, and followed with a baseball story of his own experiences.

Concerning the Boston tax limit, Mr Goodwin said the Finance Commission had gone into it and decided to "keep hands off on the tax limit."

The hearing closed at this point.

GREATER BOSTON BILL BEATEN

Committee Votes Against Twohig Measure

The Legislative Committee on Met-The Legislative Committee on Metropolitan Affairs today voted "leave to withdraw" on the petition of Representative James J. Twohig of South Boston, for an investigation by a joint special committee of the advisability of creating a great Boston by the consolidation of the cities and towns lying within a radius of 10 miles of the State House. State House.

The committee voted to refer to the next annual session the petition of Senator Newland Holmes of Weymouth that the Metropolitan District Commission be directed to remove the Nantasket Beach Hotel from the Nantasket Beach Beachwarting and makes

Nantasket Beach Hotel from the Nantasket Beach Reservation and make other improvements at the beach.

The committee voted to report on two bills to provide that the Metropolitan District Commission be given an additional \$20,000 for band concert purposes during the tercentenary celebration. The annual appropriation is \$20,000, which would be doubled.

"Next annual session was voted on the petition of L. Henry Kunhardt, that the Transit Department of the city of Boston be authorized to investigate into the construction of a railroad tunnel between the North and South Stations in Boston. South Stations in Boston.

TRANSCRIPT 2/5/30 Lomasney victor in Permit Battle

Martin M. Lomasney today won his light against the establishment of a gasoine station at Nashua and Minot streets n the West End, when the street com-nissioners revoked a permit granted dadys P. Besarick to erect a station here. Miss Besarick is a stenographer in he office of William I. Schell, a former assistant district attorney of Suffolk County.

After the permit had been issued dur ng the administration of Mayor Nichols Lomasney sought to have the permit re roked, contending that the abutters on he property had not been notified schell representing Miss Besarick, noti led the street commisioners yesterday he and no objection to the revocation of the

REVOKE GAS STATION PERMIT

Street Commissioners Act in West End Case

The Board of Street Commissioners today revoked the permit granted in December to Mrs Gladys Besarick to maintain a gas-filling station at

Nashua and Minot sts, West End.
Recently Martin M. Lomasney attacked the legality of the permit, on the ground that proper notice had not been given to the abutters, and when Mayor Curley took office Mr Lomasney filed a petition with the Street Com-

missioners to have the permit revoked.

Ex-Dist Atty William I. Schell, in whose office Mrs Besarick is employed, obtained a temporary injunction from Judge Cox, who later lifted the injunc-

Judge Cox, who later lifted the injunction, declaring that had he known the real facts he would not have issued it.

With the lifting of the injunction, which restrained the Street Commissioners from hearing the Lomasney petition, the latter was set down for a hearing today. The battle expected today did not materialize, inasmuch as attorney Schell is said to have notoday did not materialize, masmuch as attorney Schell is said to have notified the Street Commissioners yesterday that he did not object to the permit being revoked.

PEMIT DENIED PARKWAY CORP.

Two Apartment Buildings Planned in W. Roxbury

The Board of Appeal of the Building Department today denied the applica. tion of the Parkway Corporation to erect two buildings on Center and Central sts, West Roxbury, to house 40 families. Lack of proper notice to abutters was given as the reason for dismissal.

dismissal.

Recently the Building Commissioner ruled that the proposed buildings were outside the zoning law requirements for that section of the city, and the Parkway Corporation appealed the decision. The occupancy would exceed two families; they would be over 2½ stories high; the area would exceed 35 percent, as allowed by law, and the rear yard less than 25 feet.

There was a failure to give notice to the N. Y., N. H. & H. RR., who have a claim in Central st, according to the testimony at the hearing.

A similar application last April was turned down, when protest was made, the opposition being led by J. Paul Canty, secretary to Senator Gasper G. Bacon. Mr Canty is an abutter.

QLOBE 2/5/30 PM

with the request that the names of these two men be resubmitted for further examination and reconsideration, and the failure to approve the nomination of Hon Joseph A. Conry as Traffic Commissioner and Edward F. McLaughlin as Fire Commissioner, in view of their exceptional qualifications for the positions that they seek, and in view of the further fact that by education, training and experience all are qualified for the positions they have been designated to fill, is difficult to understand, and accordingly I am this day resubmitting the names to the Civil Service Com mission as apparently sufficient time for investigation and consideration has not been given in any one of these four cases."

Rourke Served Before

Joseph A. Rourke was Commissioner of Public Works through the second Curley Mayoral administration, which began in 1922.

He is a graduate of Worcester Polytechnic Institute, and had been in the employ of the Edison Electric Illuminating Company, Boston Elevated System, Boston Transit Commission and the General Electric Company at Lynn. Rourke first entered the city service in 1901, and held several positions on the e gineering staff of the Public Works Department. He was a captain in the World War.

Failure 'o confirm Ex-Senator Mc-Laughlin caused much surpris when it became known at the State House and City Hall. Popular and well thought of, McLaughlin served in the City Council and both branches of the Massachusetts Legislature, and his nomination for Fire Commissioner was his first to appointive of-

James in Maguire is the editor of the East Boston Free Press, a weekly newspaper.

Conry is an ex-Congressman, a former port director here, and at one time president of the old Common Council, and later of the Board of Aldermen. In 1908 he was appointed consul of the Russian Empire, serving until the overthrow of the Government in Russia.

HARDING GETS **ELECTION POST**

Bogan Named to Succeed Him on Street Board



MAJ CHARLES T. HARDING

Following his resignation as a member of the Boston Board of Street Commissioners, Maj Charles T. Harding of Dorchester was this afternoon nominated by Mayor Curley for the Election Commission, and Charles F. Bo-

Street Commission.

Maj Harding was first appointed by Mayor Curley in 1923, during his second term as Chief Executive of the city. Bogan has been in the employ of the city since 1899 and has held his present position, chief of the assessment division of the Street Layingout Department, since May, 1922.

Mayor Curley today also announced the acceptance of the resignations of Institutions Commissioner William S.

Institutions Commissioner William S. Kinney, Traffic Commissioner William A. Fisher, Supt of Supplies Herbert S. Frost and Mrs Nina M. Gevalt, a member of the Election Board. The Gevalt, a latter resignation is effective Feb 24.
At the same time Mayor Curley des-

ignated Capt John J. Lydon, newly confirmed Soldiers' Relief Commissioner to act as Institutions Commissioner; er to act as Institutions Commissioner; Col Thomas F. Sullivan, chairman of the Boston Transit Commission, to act as Traffic Commissioner, and Pena Commissioner Philip A. Chapman to act as superintendent of supplies.

James F. Gaffney of 51 Adams st Dorchester, was named to the Board

of Appeal of the Euilding Department filling the place of John D. Marks who resigned a few months ago to accept a place on the Election Commission, a position from which he has since resigned.

Bogan, the new prospective Street Commissioner, has been a transit man conveyancer and chief in charge of assessments in the Street Department He is a past commander of Col Fred B. Bogan Camp, U. S. W. V.

Bilodeau Opposes Civil Service Change

Measures designed to prohibit the requirement of physical examination for applicants for labor service were supported by a large group of legislators before the Legislative Committee on Civil Service today.

There were three measures before the committee, all embodying the same rinciple. Representative Edward J. Kelley of Worcester was the first speaker. He held that favorable action on the measures would be in line with the views of President Hoover to provide as much employment throughout the country.

Representative Daniel J. Moriarty. Charles H. Slowley, Patrick Nestor of Lowell, Arthur Coulart, John Halli-well, Emile Gravel and Lawrence T. Well, Emile Gravel and Lawrence 1. Woolfendon of New Bedford were recorded in favor of the principle, as were Representative Joseph W. Leyden, Anthony H. Doyle and C. A. Kelley of Workston.

den, Anthony H. Doyle and C. A. Kelley of Worcester.

Thomas H. Bilodeau, legislative counsel for the city of Boston, opposed the bills. eH informed the committee that although Mayor Curley is in sympathy with the entire movement to relieve unemployment, and has introduced several measures to bring that about, he feels that these measures will not help the situation. The speaker was of the opinion that if a change were made, it might work out to the detriment of both the workers and the city.

Thomas F. Sullivan, chairman of gan of 1500 Commonwealth av was the Boston Transit Commission, supported the stand taken by Mr Bilodeau, and cited a number of instances in Maj Harding was first appointed by which men with physical defeats could which men with physical defeats could

not advantageously be employed.

The Massachusetts Civic League was recorded in opposition and the final speaker in opposition was Elliot H. Goodwin, State Commissioner of Civil Service. He said he was in accord with the position taken by the city of Boston through its representatives.
There are only a certain number of position, he declared, and the question comes down to who shall get them and what shall be the method of selection. He said there is no way in which all applicants can be taken care of. Pointing out that the heads of departments are required to take the men in the order they apply providing they are physically fit, the commissioner asserted that was the basic reason for the examinations.

Another reason for the examination, he continued, is to get the work of the city done by competent workers. He maintained it is a benefit to the city that its work be done by laborers who

are fit.

Commissioner Goodwin, Representative George C. McMenimen of Camtive George C. McMenimen of Cam-bridge, and other speakers favored the bill introduced by Representative Mc-Menimen providing that proper facili-ties for Civil Service examinations be furnished. It was pointed out by the speakers that the quarters at the present time are cramped, and that if the examinations are to be held at the State House in the future, more room

must be provided.

John F. Goode of Boston pointed out that at the present time the examination rooms are so situated that persons

tion rooms are so situated that persons passing on the street, if they chanced to glance through a window, might see applicants waiting to be examined.

Commissioner Goodwin closed the hearing with the remark "I don't by-lieve the windows in those rooms have ever been sufficiently washed to allow anyone to see through them."

GLOBE 2/5/30 PM

EUEGI approval of nominations must be CIVIL SERVICE made within 30 days, and the fact that the time limit will have expired

Rourke, Conry, McLaughlin and Maguire Get Rebuffs

APPROVES TWO

The State Civil Service Commis-

sioner, and Edward F. McLaughlin as Fire Commissioner.

To all appearances, consideration sion today failed to approve Mayor of these four appointments passes Curley's appointment of Joseph A. out of the hands of the Civil Service Rourke as Commissioner of Public Commission automatically. When the Works, James E. Maguire of East commission adjourned today it was Boston as Institutions Commissioner, announced that it would not meet Joseph A. Copry as Traffic Commis- until next Tuesday. Under the law,

before the next meeting of the commission means that the commission has declined to act, and this is equivalet to rejection.

The 30-day limit as regards Rourke and Maguire ends tomorrow, for Conry on Friday, and for McLaughlin on Saturday.

At its meeting today, however, the commission approved the nomination of Capt John J. Lydon of South Boston as Soldiers' Relief Commissioner. and Ex-Congressman Peter F. Tague of Charlestown as principal assessor.

Curley to Try Again

Mayor Curley told the City Hall newspapermen early this afternoon that he would resubmit the names of Messrs Rourke, Conry, McLaughlin and Maguire to the Civil Service Commission. The Mayor added that ha-was of the belief that the Civil Service Commission had not given his nominees proper consideration.

AMERICAN 2/5/30

FIN. COM. KEEPING HANDS OFF IN CURLEY TAX LIMIT FIGHT

FREE, SAYS

Seeks Larger Appropriation So He Can "Put Teeth"

Into Inspections

A "hands off" policy on Mayor Curley's appeal to the Legislature to remove the Boston tax limi thas been adopted by th eBoston finance commission.

Frank A. Goodwin, chairman of the commission, revealed the attitude of that body today while speaking before the legislative committee on municipal finance, urging that the cammission's ap-propriation be increased from 550,-.000 to \$55,000.

"Personally," said Goodwin, don't see any reason for a tax limit

don't see any reason for a tax limit for Boston when there is none for any other city or town."

He informed the committee that the annual appropriation for the commission amounts to \$50,000, that \$5000 goes for the chairman's salary, \$27,000 for salar's of the working force, leaving only \$18,000 for commission activities, including for commission activities, including investigations.

NO CHECK-UP FUND.

He revealed that Mayor Curley secently asked the commission to assign inspectors to check up on snow removal work. He said he would like to be able to check the millions of dollars spent in contracts, in the institutions and for

racts, in the institutions and for supplies.
"But we haven't any money for such work," he stated. "That's why we want an additional \$10,000."
"Are you satisfied with your present \$5000 salary?" asked the House chairman of the committee, Representative George P. Anderson of Boston.

Representative George F. Anderson of Boston.

"Yes, it's good enough for me," replied Goodwin.

Goodwin then said that he has discovered that the finance commission has been doing nothing ex-

cept on complaints in specific cases, that no check-up has been made on the organization of institutions, supplies and contracts.

In the Hyde Park high school investigation, he continued, the commission spent \$3000

mission spent \$8000.

"They cleaned up the whole appropriation last year," he added.

"TEETH" IN WORK

"On the East Boston tunnel case my idea was to go into it before anything happened. We hired a real anything happened. We hired a real estate expert and got a fair valuation on the property. All we had left to pay him with was \$2800, which he accepted.

The city expert, I think, will get \$18,000. It was a big job with an \$8,000,000 appraisal."

"Your idea is to put some teeth into this department wor?" asked Rep. Anderson.

"I'd like to be able to investigate the matters I have outlined," said Goodwin.

Upon a question being raised as to opposition to the finance commission's appropriations by mayors in the post, Goodwin said that the last mayor favored changing the city charter which included a finance commission.

"It makes a difference whether you are a catcher or a pitcher,' said Goodwin.

Curley Favors Test for City Laborers

Mayor Curley does not feel that withdrawal of the physical examination requirement for city laborers under civil service would re-lieve the unemployment situation.

This was made clear otday be-fore the legislative committee on

civil service by Thomas H. Bilo-deau, legislative counsel for Boston, who voiced official opposition to several measures which would dispense with the requirement.

The mayor believes if such a change were made it might work out as a detriment to both workers and the city, Bilodeau explained.

TRAVELER 2/5/30 MOOSE WILL HONOR ARTHUR W. HAYDEN

N. E. Supervisor to Be Given Banquet Feb. 12

A testimonial to its New England district supervisor, Arthur W. Hayden, of Boston, will be tendered by the Loyal Order of Moose of New England at a banquet at the Elks ballroom Feb. 12. The guests will include Secretary of Labor James J. Davis, Gov. Allen, Atty .-Gen, Warner, Congressmen McCormack, Underhill, Martin, Douglass of Massachusetts, Mayor Curley and Dist.-Atty.

Hayden was appointed by Secretary of Labor Davis, founder of the order, as organizer of the Loyal Order of Moose in New England more than 20 years ago. Through his efforts the order now has more than 75,000 members in New England.

Secretary of Labor Davis will be introduced on the radio from the ballroom by Mayor Curley, the broadcast coming from station WNAC from 10:30 to 11 P. M. The tercentenary archestra will

P.M. The tercentenary archestra will play a concert and dancing will follow until 2 A.M.

Supreme officers of the order will attend the testimonial in a body. Fifteen hundred persons will be seated at the banquet tables, coming from all parts of New England. New England.

The committee consists of Guy H. Rogers, director, of Haverhill; James L. Rogers, director, of Haverhill; James L. Hughes, chairman, South Boston; Henry Ritter, secretary, Cambridge; Dr. James E. Breslin, treasurer, Watertown; James T. Callahan; Somerville; Daniel Quinn, Reading; Leon Mayer, Waltham; Frank J. LaBelle, Waltham; John Ryder, Boston, and William H. Hatch, Chelsea.

BUILDING PERMITS REFUSED BY CITY

The board of appeal of the city build-ing department today dismissed the aping department today dismissed the application of the Parkway Corporation to erect two buildings, each housing 20 families, at Centre and Central streets, West Roxbury. The application had been refused by the building commissioner and an appeal was taken. It was stated that the proposed buildings would violate the zoning odinance.

Down by Board; Lydon,

submit their names.

Congressman Joseph A. Conry as a year, and in her place the mayou sioner.

sideration either.

Rourke is Fourth Man Turned pointees, which leaves but one of that regime still in office, in an important city position, followed re-submission of the names of Me-

Down by Board; Lydon,

Tague Are Confirmed

The State Civil Service Commission today rejected four major appointees of Mayor Curley, but promised to reconsider two of them if the mayor would resulting their names.

Important city position, followed resubmission of the names of MeLaughlin, Conry, Maguire and Rourke, was as follows:

"Failure of the department of image and registration to missioner at \$7500 a year, and as confirm the appointments of Joseph his own appointee remains uncon-A. Rourke as commissioner of public works and James E. Maguire as diers relief commissioner, in Kin-institutions commissioner, coupled institutions commissioner. Lydon these two men be re-submitted for was confirmed today by the civil further examination and considerate board as soldiers relief commissioner. missioner.

traffic commissioner and Edward put Charles T. Harding. The latter F. McLaughlin as fire commission and has been a street commissioner at \$5000 a year.

street commissioner at \$5000 a year.

As street commissioner Mayor

It also failed to confirm Joseph
A. Rourke as commissioner of public works and James E. Maguire
as institutions commissioner. The
board told Mayor Curley it was
unable to certify these two men
within the 30 days fixed by law but
would reconsider them if he would
reappoint them, giving the board
30 days more for a decision.

In sending back all four names,
the Mayor cited the education, experience and qualities of MoLaughlin and Conry, and stated
that the board had apparently not
had time to give them due con-

had time to give them due con-sideration either. \$10 a day while actually engaged in city work, with a limit of \$1000

The mayor's message to the civil

nomination of Joseph A. Conry as Mayor Curley immediately reappointed all four, sent their names specified to the State House, and additional chairman Thomas F. Sullivan of fications for the positions which dressed a message of stinging sar-the transit board acting commissioner. This is also a \$7500 tob. Mayor Curley next accepted the traffic commissioner and Edward dressed a message of stinging sarcasm to the commission.

Moreover, apparently in retaliation, he cleaned out of office the
Republican holders of five important city positions, whom he had
been leaving in their lucrative jobs
while waiting for the civil service
while waiting for the civil service
moreover. Was made acting superintendent of supplies which
superintendent of supplies which
calls for a salary of \$6000 a year,
difficult to understand; and accalls for a salary of \$6000 a year,
cordingly I am this day re-submitting the names to the civil service
missioner. Was made acting supercommission, as apparently
sufficient time for investigation and
as election commissioner, at \$6000 onsideration has not been given
as election commissioner, at \$6000 onsideration has not been given
in any one of these four cases.

2/5/30 IRAVELEA

In place of Street Commissioner Harding, resigned, the mayor appointed Charles F. Bogan of 1500 Common-

wealth avenue.

James F. Gaffney of 51 Adams street,
Dorchester, was appointed a member
of the board of appeals in place of

George H. Johnson, city collector, a Republican, was not disturbed in his

position.

With the holding up of the appointments of Rourke and Maguire for resubmission, and the turning down of Conroy and McLaughlin, the civil services commission, today approved the vice commission today approved the appointments of John J. Lydon as soldiers' relief commissioner, and Peter

F. Tague as principal assessor. Elliot H. Goodwin, civil service com-missioner, would make no statement concerning the affirmation or rejection of the men chosen by Curley to head important city posts.

The 30-day period which follows the appointments of the mayor, during which time the civil service commission considers the appointees, expires on Saturday for McLaughlin; Friday for Conry; Rourke. tomorrow for Maguire

Unless the commission approves an appointment within the 30-day period it is equivalent to a final rejection of the appointee unless the mayor is asked to resubmit the name for further consideration.

The action of the commission in making no decision in the McLaughlin and Conry instances is taken as final proof that the two men were turned down and that Mayor Curley will be forced to submit new names for the positions of fire and traffic commis-

The civil service commission meets again on Tuesday.

HAD NO CITY POST

Ex-Senator McLaughlin held no city post before his appointment by Curley. Conry is well known throughout the

Corry is well known throughout the city, having been in politics, and was for years Boston consul for the imperial government of the old Russia.

Rourke, if his appointment is favorably reconsidered by the commission, will succeed James H. Sullivan as commissioner of public works, while Maguire, if he finds himself in a favorable light upon another consideration by the civil service, will assume the institions commissionership formerly filled

the civil service, will assume the insti-tions commissionership formerly filled by William S. Kinney. Ex-Congressman Tague will fill the place occupied by Horace B. Mann of Dorchester. Lydon succeeds John W. Reth in the soldiers' relief position.

CURLEY'S STATEMENT

With this announcement the mayor today issued the following statement: "The failure of the department of civil service and registration to conthe appointments of Joseph A. Rourke as commissioner of public works and Joseph E. Maguire as institutions commissioner coupled with ethe request that the names of these awo men be re-submitted for further exammen be re-submitted for further examination and consideration and the failure to approve the names ofthe Hon. Joseph A. Conry as traffic commissioner and Edward F. MsLaughlin as fire commissioner in view of their exceptional qualifications for the positions that they seek and in view of the further fact that by education training and experience all are qualified for the positions that they have been designated to fill is difficult to understand and accordis difficult to understand and accordingly I am this day re-submitting the names to the civil service commission; as apparently sufficient time for investigation and consideration has not been given in any one of these cases."

CURLEY TO FETE GOV. F. W. GREEN

Mayor Curley will give a luncheon at the Statler Friday noon, Feb. 14, to Gov. Fred W. Green of Michigan, who will pay an official visit to Boston, in his capacity as commander-in-chief of the United Spanish War Veterans.

LOMASNEY WINS PERMIT BATTLE

West End Filling Station License Is Revoked Officially

Martin M. Lomasney won his fight. today against the establishment of a filling station at Nashua and Minot streets, West end. The street commissioners officially revoked a permit granted Gladys P. Besarick, a stenographer in the office of William I. Schell, a former assistant district attorney for Suffolk county, to erect a filling station at the location named.

The permit was issued under instructions from Mayor Nichols. Lomasney appeared at the office of the street commissioners and demanded a hearing, claiming the abutters on the property were not notified. He applied forthwith for a revocation of the permit.

Miss Besarick and Schell obtained an injunction from Judge Cox, in the superior court, restraining the street commissioners from reopening the hearing. The injunction was subsequently dissolved. Yesterday Schell notified the street commissioners that he had no objection to the revocation of the per-

A Bigger Boston

People's Editor:

In the past few days the annexation of the cities and towns around Boston has been aired in the papers. Revere, Winthrop and Saugus are in full accord with the idea, while Chelsea, Revere's and Winthrop's next door neighbor, is opposed to it.

I think the plan of the committee of trying to make the heads of these city and town governments see it would be to their own advantage to merge with Boston, is a wonderful idea of Mayor Curley's.

This merger would place Boston among the principal cities of the United States. Of course there are other cities and towns besides those that I have mentioned that are opposed to the merger. The representatives who are at the head think that these cities would lose their prestige. I think it will be to the advantage of these cities and towns to be annexed to Boston, and nieke Boston a large and a great city.

FREDERICK J. SULLIVAN. Ashmont

FIN. COM. ASKS \$60,000 A YEAR

Can't Do Its Work on \$50,-000, Goodwin Tells Legislature

Unless it obtains a larger appropriation the Boston finance commission cannot do the work which should be done by it, Frank A. Goodwin, chairman of the commission, today told the legislative committee on municipal He seeks to increase the appropria-

tion from \$50,000 to \$60,000 a year.

\$32,000 FOR SALARIES

Goodwin receives \$5000 and after other salaries are paid the commission has but \$18,000 left for routine work and investigations.

"The commission has done nothing about a check up on the million dollars' worth of suplies purchased by the city," Goodwin declared. "No attempt has been made to check up on contracts. Recently we received a letter from the present mayor requesting that we engage inspectors to check up on snow removal and other work. Apparently, he wants us to have an inspection force to watch the inspection work.

"We can't do the work that ought to be done upless we get the increase."

be done unless we get the increase."
Acting Chairman George P. Anderson asked: "Are you satisfied with the \$5000?". Goodwin—"Yes, good enough for me."

WOULD BROADEN FIELD

Goodwin pointed out that investigations by the commission in the past have been made on complaints and confined to specific cases. He said, for example, no check up has been made of the organizations of the various city in-stitutions. "I found that the finance commission has done practically nothing except where specific complaint has been made," he said.

made, he said.

Goodwin said the Hyde Park high school investigation last year cost \$8000 and that the whole appropriation of the commission was cleaned up in 1929.

Referring to the East Boston tunnel

case, Goodwin said his idea was to go into the whole matter before anything into the whole matter before anything happened, so he engaged a real estate expert, who consulted with the city's real estate expert. "With the result that I think we got a fair valuation of the property," he explained. Goodwin said the commission's expert received about \$2900 for his work while the city's man will receive about \$18,000.

Representative Anderson asked if it

Representative Anderson asked if it was Goodwin's idea to put some "teeth' into the commission's activities. The chairman replied that he liked to be able to investigate the matters that he outlined.

HANDS OFF TAX LIMIT

A somewhat general discussion fol-lowed between Goodwin and members of the committee concerning the commission and its past performances. Dur-ing this discourse, Representative Ren-ton Whidden of Brookline asked Goodton Whidden of Brookline asked Goodwin if he had talked this situation over with Gov. Fuller. "To tell you the truth, I don't think he'd know anything about it," replied the chairman. Representative John Halliwell of New Bedford asked: "You want to be the pitcher?" I have been the catcher," replied Goodwin, with a laugh, following it out with a baseball story of his own experiences.

Concerning the Boston tax limit, Goodwin said the finance commission had gone into at and decided to "keep hands off on the tax limit."

TRAVELER 45/30

Mayor Retaliates by Firing All Republicans Holding City Offices Save One—Acts in Less Than Hour —Resubmits Names of Traffic and Fire Commissioner Appointees—Lydon and Tague Are Approved—Rourke and Maguire Still in Doubt

The civil service commission today refused to confirm two appointments.

Mai Charl appointments of Mayor Curley and held up two others.

Within an hour of the commission's action the mayor accepted the resignations of all but one of the Republican office

Within an hour of the commission's action the mayor accepted the resignations of all but one of the Republican office

Wasi Charles T. Harding, resigner election commissioner, was appointed formation of the Republican office.

Wasi Charles T. Harding, resigner election commissioner, was appointed formation of the Republican office.

LEDON TO SERVICE OF THE PROPERTY OF THE holders in the city administration and named their successors.

The Curley appointments turned down by the civil service commission were ex-Senator Edward F. McLaughlin as fire of the transit department, was named acting institutions in successors.

LYDON REPLACES KINNEY missioner, was named acting institutions of the transit department, was appointed acting traffic commissioner.

LYDON REPLACES KINNEY missioner, was named acting institutions of the transit department, was named acting institutions of the transit department, was appointed acting traffic commissioner.

Penal Institutions Commissioner in place of Kinney pointed acting traffic commissioner in place of Kinney pointed acting traffic commissioner in supprise acting traffic commis

VICTIMS OF AXE The victims of the Curley axe at City Hall are:

MRS. NINA V. GEVALT, election MRS. NINA V. GEVALT, election commissioner.
WILLIAM S. KINNEY, institu-

WILLIAM S. KINNEY, institutions commissioner.
WILLIAM A. FISHER, traffic commissioner.
HERBERT S. FROST, superintendent of supplies.
JOHN D. MARKS, member of the board of appeal.

With the announcement of the mayor that he had accepted the resignations offered at the inauguration of the new administration he issued a list of new appointments.

Q20BE 2/5/30 PM

PATRIOTIC BODIES HONOR O'NEIL HEADS PUBLIC G. A. R. CHIEF SATURDAY

National Commander E. J. Foster of Worcester To Be Guest of Honor at Concert and Ball



EDWIN J. FOSTER National Commander-in-Chief of the G. A. R.

Mayor Curley, Mayors of Greater Boston cities and Worcester and city, State and Federal officials are expected to attend the concert and ball at the Hotel Statler Saturday evening in honor of Edwin J. Foster of Worcester, commander-in-chief of the Grand Army of the Republic.

The concert and ball are being tendered by all the patriotic organizations allied with the Massachusetts Department of the G. A. R. An energetic committee, comprising members of the Woman's Relief Corps, Ladies of the G. A. R., Sons and Daughters of Union Veterans and the auxiliary to the Sons of Union Veterans, under the leadership of Mrs Marion Bleiler, is making every effort to have the event the outstanding occasion in the term of the commander-in-chief.

Mr Foster also is Son of a Veteran. This helps make it an occasion for double rejoicing and honor for Massachusetts, because there probably will The concert and ball are being ten-

chusetts, because there probably will not be another commander-in-chief for years to come, if ever, from this State.

CELEBRATIONS GROUP

Citizens' Association to Aid City Events

Joseph A. F. O'Neil, master of the Prescott School District, Charlestown, has been elected president of the Citizens' Public Celebrations Association, an organization which helps conduct celebrations sponsored by the city of

Other officers elected are Louis Wat-son, vice president; Henry D. J. Small, treasurer, and E. B. Mero, sec-



JOSEPH A. F. O'NEIL

retary. The organization has been in existence since 1912, but during the last administration it was dormant. With the advent of Mayor Curley, the association has sprung to life again, and will work with J. Philip O'Connell, director of public celebrations, who is appointed by the Mayor.

The new president is a member of

the Boston Council of Boy Scouts and chairman of the committee on the training of scoutmasters; a member of the executive committee of the Boston Tercentenary Committee appointed by Mayor Curley, and of the board of di-rectors of the Catholic Union of Boston. He is a past president of the Charitable Irish Society and the Cath-olic Alumni Sodality.

Mr O'Neil has already appointed a

committee, under the chairmanship of Judge Frank Leveroni, to perfect plans for joint George Washington-Abraham Lincoln exercises, to be presented in cooperation with the city, at Symphony Hall, Sunday evening, Feb 16.

LOMASNEY VICTOR IN FILLING STATION FIGHT

Martin M. Lomasney won his fight yesterday against the establishment of a yesterday against the establishment of a filling station at Nashua and Minot streets, West end. The street commissioners officially revoked a permit granted Gladys P. Besarlck, a stenographer in the office of William I. Schell, a former assistant district attorney for Suffolk county, to erect a filling station at the location named.

POST 2/6/30

PRODUCE RESULT OR PAY BACK

Mayor Calls on Law Codifying Board for Report

Mayor Curley yesterday served notice on John T. Myron, a law partner of Charles H. Innes, David A. Marshall and Harold E. Field of Boston, constituting the commission appointed by former Mayor Nichols to codify the laws of the Commonwealth as relating to the city, to produce the codification, or return the nearly \$20,000 which he said they received collectively, or be sued in the civil courts for it.

\$19,897 PAID OUT

The Mayor said that he had failed to see that the commission had done anything and that unless he was shown that noticeable progress had been made in return for the money paid, he would instruct the corporation counsel start court action to compel the return of the funds

Myron had received \$6632.01, he said, Marshall \$6636.01, and Field \$6602.90, mak-ing a total of \$13,897.90 out of a special appropriation of \$20,000 for the work.

This is the commission which former Councilman Frederick E. Dowling of Allston assailed in the City Council last year, declaring that he had been unable to find that any work had been done or any results procufed for the money spent by the Nichols administra-

Mayor Curley made plain last night that he was intent on getting results in this matter. He said that in 1922 John A. Sullivan, then corporation counsel, had consolidated and codified the laws and that if it had been deemed neces-sary to codify them again in 1928, there ought to be some results by now, especially with three men at work and with Sullivan's codification at hand to assist them.

A SPLENDID RECORD

Building Commissioner Hultman tells us that over 200,000,000 passengers have ridden in elevators in the city of Boston during the past praise of the inspectors of the departwhen those modern methods of going properly licensed operators. It is a splendid record.

Mr. Hultman made this announce-

GOOD MEN REJECTED

Just what tests the Civil Service Commission relies upon in reaching a decision on whether or not an appointee of the Mayor of Boston is qualified for office remain a mystery. No explanation of the reasons for rejection is ever given out by the commission and men who are rejected are usually unable to find out the reason therefor.

Apparently, the Civil Service Commission is not satisfied that former Congressman Joseph A. Conry is qualified for the position of Traffic Commissioner. While the commission has not rejected Mr. Conry, it has given out a large and definite hint that he will be rejected.

Mr. Conry is a man of wide interests. He is a man of force and ability. He bears the highest of reputations. He isn't the sort of a man who "needs a job," but the type of citizen who is financially able to devote a good part of his time to public service.

Mayor Nichols' appointed to the office of Traffic Commissioner had no previous experience in that line. His public service was decidedly limited in comparison with that of Mr. Conry. Yet the Civil Service Commission quickly confirmed that appoint-

It is deeply disappointing to find that a man of Mr. Conry's calibre does not appeal to the commission, and to know that so high-minded and sterling a citizen as James E. Maguire is delayed confirmation. These men stand very high in public esti-

The appoinments of Mayor Curley so far have been very well received by the citizens. Those of Mr. Conry and Mr. Maguire were especially praised. The other men whose confirmations are either to be refused or delayed seem to measure up to the qualifications of the posts for which they were named.

The Civil Service Commission undoubtedly means to do the right thing, but it does seem as though the board is constantly making it more difficult to find good men for appointive offices in the city. No substantial citizen wishes to face the prospect of a rejection based on grounds which are kept secret.

year without a single fatal accident, ment. They deserve his encomiums. But is there not something to say of up and down stairs have been run by the carefulness and efficiency of the men and women who operate the elevators? The best of inspection would not account for such a lack of fatal ment in the course of remarks in accidents if the operators were not cen to their responsibilities.

UNDERPASS TO WAIT FOR LAW

Legislature Must Pass Enabling Act First

Mayor Curley's plan for an underpass on Commonwealth avenue, under Massachusetts avenue, to relieve the congestion of cross-traffic at that important street intersection, is held up by the apparent necessity of first procur-ing enabling legislation at the State House, it was announced at City Hall

Investigation of the matter by the city law department, at Mr. Curley's direction, yesterday resulted in a report to the Mayor, that by reason of certain rights reserved for the original owners of the land upon which the Commonwealth avenue mall was constructed, the proper course for the city to pursue would be to obtain legisla-tive permission for the contemplated underpass.

Mayor Curley, in giving out the report of the corporation counsel, admitted that 'this." "we are apparently held up on

CITY HALL NOTES

Mayor Curley last night announced that he will on Monday send an order to the City Council for an appropriation of \$350,000 for a new fireboat. The Mayor also said that it was planned to buy a new fireboat a year for the next

three years until the present vessels are replaced. The one to be immediately replaced is Engine 44, built in 1895 and stationed at the Northern avenue bridge.

Mayor Curley yesterday started negotiations with Police Commissioner Herbert A. Wilson to have the new police boat carry a fire fighting water gun forward or aft. The Mayor sent Acting Fire Commissioner Hultman to confer with Mr. Wilson.

Martin M. Lomasney won another victory yesterday. The Boston street commission finally revoked its permit for Miss Gladys P. Besarick to erect and maintain a gasolene filling station at the corner of Nashua and Minot streets in his domain.

Application of the Parkway Corpo-Application of the Parkway Corporation to build two structures at Centre and Central streets, West Roxbury, to house 40 families, was dismissed yesterday by the city building department's appeal board on the ground that proper notice had not been given abut-

The legislative committee on metro-The legislative committee on metropolitan affairs yesterday reported leave
to withdraw on the petition of Representative James J. Twohig of South
Boston for a special commission to
study the question of establishing a
Greater Boston, composed of all the
cities and towns within a radius of 16
or 15 miles of the State House.

NO PAY BOOST FOR TEACHERS

Dr. Lyons' Announcement of School Board Decision Angers Masters; Political Graft Charged

Dr. Joseph V. Lyons of the Boston school committee exploded a tlonal funds for such things as sprinverbal bombshell at a meeting of kilng sand on highways, then there ought to be a valve open in the city treasury leading to the school department. The flow should not be all in he informed them that the school committee had decided to grant no salary increases this year to teachers, masters or anyone connected with ganda being launched against a salary increase for school teachers in Boston. the Boston school system.

The remarks of Dr. Lyons threw

mously adopted to carry on a fight of the eity government. before the Legislature witnout the aid of the school committee to gain a salary therease. The aid of more than 4000 teachers in the city schools will be Mayor Nichols and taken from the sought by the men teachers to gain the poses. It belonged to the man and

salary increase.

Dr. Lyons declared the action of the school committee to be due to a finan-school committee to be due to a finan-school committee go be clal condition which might be termed "bad." He further declared that with purposes, instead of f "bad." He further declared that with the formation of the new school building commission it is hoped that "land grabbing and grafting" can be effectively halted and that the promise of Schoolhouse Commissioner Rourke men of the city do not care about the teaching systems in Parallel 1981. skilled?"

He charged that too many wealthy their requests. A circular is about to school task of the school committee to grant their requests. A circular is about to school task of the school committee to grant their requests. A circular is about to school task of the school committee to grant their requests. A circular is about to select that too many wealthy men of the city do not care about the men of the city do not care about the teaching systems in Boston schools because they can afford to send their children to private schools, and are blocking a salary increase.

The speaker declared it is high time to explode the myth that Boston is too proverty-stricken to pay its school-teachers a living wage, and stop the flow of "graft" which is running to the "bigger men of the city."

their requests. A circular is about to be mailed to the teachers and masters advising them of this action.

Cites Sprinkling of Strandway

Thomas E. Winston, chairman of the salary committee of the association, been mo and head of the history department at Hyde Park High School, framed a resolution which was unanimously adopted to carry on the salary increase fight and demand an increase from the Legi-

slature.

"If \$300,000 can be taken from the funds of the School Committee and later be used to buy rugs which are stolen, and to sprinkle sand on the Strandway in South Boston, it is high time money be aken from some branch of the city's budget to pay the school

one direction."

Propaganda Against Raise

He charged there is a definite propa-He charged that in back of the Legisla-ture are "big powers," consisting of leading real estate men of the city, the group of 125 teachers and the Chamber of Commerce and banking

masters into an uproar. After he left indignation grew and charges of "frast" 'and "playing politics" were made by speakers.

It culminated in a motion being unanti
The chamber of Commerce and banking the Chamber of Commerce and Chamber of Chamber of Commerce and Chamber of Chamber

Time to Explode Myth

1000 "More than \$300,000 was turned into be Mayor Nichols and taken from the poses. It belonged to the men and women who are teaching your boys and girls what they know. Why don't the

"Should Reassess City"

He charged that if the city government wants more money they should "reassess the city honestly. They have been monkeying with this for years,

Dr. Lyons sharply rapped the idea of a survey committee of the Boston public school system, although he declared it appeared to be working out satisfactorily to date. He declared "it is not worth the paper it is written on."

He declared his intention of fighting any proposal to have the school com-School would do nothing else but transfer the abominable conditions which existed once and the temptations that went with it into the laps of the school com-mittee, whose duty it is to take care of the education of your children."

Will Appeal for \$3,000,000

Dr. Lyons disclosed for the first time Dr. Lyons disclosed for the first time that the school committee is faced with taking drastic action and is preparing to go before the Legislature with an appeal for \$3,000,000 a year, and an appeal for funds to build from three to five new high schools, which he declared to be "a sore necessity." He declared the present intention is to float declared the present intention is to float

a bond issue for the sum.

Dr. Lyons brought one ray of hope to the schoolmasters in session. He de-clared that the new School Building Commissioner Rourke has promised to effect a saving in the appropriation of \$1,750,000 of at least \$500,000. He said he felt the commissioner was capable of making this saving, and the proper man for the position, and advocated that a portion of this sum be used to grant the teachers a salary increase.

Not Given Proper Care

In closing he declared the teachers should not have "cold feet" in going before the Legislature to gain their salary increase and pointed to the progressive campaign outlined by Mayor Curley for the next four years, de-claring that the city government would probably go before the Legislature for funds for other city departments.

He gave it as his personal opinion, despite the fact he is a member of the school committee, that the teachers of Boston are not being given proper care as regards salaries, and that they should fight for increased wages. He said he stands ready to aid them in their fight in any legitimate fashion.

Blames Cut in Roxbury **Business to High Rents**

The 20 per cent decrease in business in Roxbury during the past five years has been due to unfair rents charged by Roxbury real estate owners, it was stated by City Councillor John F. Dowd last night, speaking before the members of the Roxbury Board of Trade

bers of the Roxbury Board of Trade at their annual banquet.
City Councillor Dowd charged that owners of stores and blocks have increased rents at least 150 per cent and the valuations have not been raised even half that amount. He stated that store owners were unfair to business men and stores would remain unless. men and stores would remain unlet as long as the rents remained high. City Councillor Dowd further stated that Roxbury would be given a white way lighting system costing to the control of the control o lighting system costing \$100,000, either this year or next by the city council. President of the Senate, Gaspar G. Bacon also spoke at the banquet.

POST 2/6/30

ONLY ONE NICHOLS MAN NOW ON JOB

City Collector Johnson Likely to Stay --- Curley Sends Four Rejected Names Back for Confirmation



NEW SOLDIERS' RELIEF COMMISSIONER Captain John J. Lydon, South Boston, shown at his new task in City Hall, just after he had been sworn in.

mained last night as the sole appointee of former Mayor Nichols to survive the axe of Mayor Curley.

For, in the forenoon, following receipt of word that the State Civil Service Commission had failed to confirm four of his appointments, Mr. Curley announced that he had accepted the resignations of five of the remaining six Nichols ap-

FIVE ARE OUT

These were Mrs. Nina M. Gevalt, election commissioner; William S. Kinney, institutions commissioner; William A. Fisher, traffic commissioner; Herbert S. Frost, superintendent of supplies, and John D. Marks, member of the Board

George H. Johnson, city collector, missioner, at a salary of \$6000 a year, and former Congressman Peter F. Tage, as principal assessor, at \$5000, were immediately sworn in and began their new duties.

The Mayor sent back to the commission the names of the four which it had Senator Edward F. McLaughlin, to be fire commissioner: Joseph A. Rourke, to be public works commissioner; former Congressman Joseph A. Conry to be traffic commissioner, and James E. Maguire, to be institutions commissioner. The Civil Service Commission, in failing to confirm these appointments, asked that the names of Rourke and Maguire be resubmitted, as the com-mission had not had time properly to mission had not had time properly to examine and consider them, as the 30-day limit for their action will expire today, before adequate opportunity to do so. In the cases of Conry and McLaughlin the commission simply turned them.

Names Sent Back

John D. Marks, member of the Board of Appeal.

The two Curley appointees whom the Civil Service Commission confirmed,

incations and records of the men, the commission had not had time to consider all of them properly.

He then appointed others to act temporarily in the places which his rejected appointees were to fill. Major Charles T. Harding, who resigned as street commissioner, was appointed to the Election Commission to replace Mrs. Gevalt, effective Feb. 24. John J. Lydon, soldiers' relief commissioner, was designated to Kinney's place as acting institutions' commissioner. Colonel Thomas F. Sullivan, chairman of the Transit Commission, was designated to act as F. Sullivan, chairman of the Transit Commission, was designated to act as traffic commissioner. Philip A. Chapman, penal commissioner, was designated to act as superintendent of supplies. James F. Gaffney of 51 Adams street, Dorchester, was appointed a member of the Board of Appeal, vice Marks. He has had 15 years' experience as an arhitect and builder. Charles F. Bogan of 1500 Commonwealth ayeence as an arnitect and builder. Charles F. Bogan of 1500 Commonwealth ave-nue, Brighton, was appointed street commissioner, replacing Major Harding. He has been employed in the city service since 1899, in the street laying out department, and he is a past commander of Bogan Camp, United Spanish War Veterans

War Veterans.
The outlook for George H. Johnson, The outlook for George H. Johnson, the last of the Nichols appointees to retain his job, was considered good at City Hall last night. Johnson has always been of the same political party as Mr. Curley, and is known as a "Curley Democrat." Reports in usually reliable circles have it that he is slated ley Democrat." Reports in usually re-llable circles have it that he is slated to remain as city collector.

More than 1200 men and women attended a testimonial banquet to Mayor Andrew J. Casassa of Revere last night upon completion of the first year of his three-year term as head of the City

The affair, held in the Crescent Gar-

The affair, held in the Crescent Gardens, Revere, was attended by a score of Mayors of nearby cities.

The State was represented by Lieutenant-Governor Youngman, who commended the Mayor for his work in building up Revere and promised that later when he has "more power" he will endeavor to assist the city in every way possible. The reference, taken to mean Youngman's expectation of being Governor in the future, was received Governor in the future, was received

with applause.

A speech that created considerable interest was given by Mayor Whalen of Chelsea, who, after felicitating Mayor Casassa on his record, advised the cities in the metropolitan district to retain their individuality and avoid any connection with Mayor Curley's Greater Boston plan.

Boston plan.

Among the Mayors present were Bates of Salem, Murphy of Somerville, Manning of Lynn, O'Neill of Everett, and Hastings of Malden. Harry Woodward, chairman of the Saugus Board of Selectmen, and Henry J. Barry, chairman of the Winthrop Selectmen, spoke on behalf of their communities.

of the Winthrop Selectmen, spoke on behalf of their communities.

Presiding officer was Frank P. Morse. State superintendent of secondary education, who was principal of the Revere High School when Mayor Casassa was a student in that institution.

The presentation of a baby grand plane to Mayor and Mrs. Casassa was made by President Charles Gilfix of the Revere Chamber of Commerce in behalf of those at the banquet. There were also floral presents for Mayor and Mrs. Casassa.

of supplies at \$6000, was removed.

Chapman was made acting super-

commissioner, was removed. Mai.

Charles T. Harding, Republican, re-

signing as a street commissioner,

was appointed to succeed Mrs. Gevalt. Charles F. Bogan, brother

Gevalt. Charles F. Bogan, brother of Dr. Fred Bogan, formerly school

committee chairman, was named

The fourth one to go was Traf-fic Commissioner William A. Fish-er, \$7500. Transit Chairman Thomas Sullivan was named acting traffic commissioner.

James F. Gaffney, architect-building, was appointed to the board of appeals in real estate cases, replacing John D. Marks.

Mrs. Nina Gevalt, \$6000 elections

Philip A.

Penal Commissioner

street commissioner.

intendent.

BOARD MAY O. K. 2 CURLEY NAMI

Suggestion by the Civil Service Commission to Mayor Curley that he resubmit to the commission his appointments of Joseph A. Rourke as commissioner of public works and of James E. Maguire as institutions commissioner was translated in political circles later in the day as meaning that these two have excellent chance for confirmation by the commission.

But failure of the Civil Service Commission either to confirm the mayor's appointments of former Congressman Joseph A. Conroy as traffic commissioner and Edward F. McLaughlin as fire commissionor to suggest any resubmission. of their names by the mayor left these two considered as having no chance of confirmation. The day limit on all four nominations will expire before the next meeting pointments.

In addition to re-submitting the





Joseph A. Rourke



Edward McLaughlin

of the commission, which earlier in the day failed to approve any of the four.

Despite the commission's plain indication that it is through with consideration of the Conry and McLaughlin nominations, Curley immediately reappointed them, as well as O'Rourke and Maguire, and sent all four names smartly back to the commission.

He wrote to the commission that apparently enough consideration had not been given any of the ap-names of his four appointees, Mayor Curley removed the Republican occupants of five important city offices.

The Mayor "accepted" the resignation of Wm. S. Kinney, institutions commissioner at \$7500, and named John J. Lydon, soldiers' relief commissioner, as acting institutions commissioner. Lydon had



James E. Maguire

Joseph A. Conry

been confirmed earlier in the day by the Civil Service Commission as soldiers' relief commissioner. Herbert S. Frost, superintendent

To Ask \$350,000 for New Fireboat

Mayor Curley will send an order to the City Council at its next meeting to provide \$350,000 for a new fireboat as part of a program to replace the three antiquated fireboats now in use on the waterfront.

Acting Fire Commissioner E. C. Hultman told the mayor Engine 44 at Northern ave. bridge should first be replaced. It was stated that Police Commissioner Wilson has already received bids for a new fire boat and the mayor will seek to have it equipped with a deck gun, to be used as an auxiliary fire boat in emergencies.

MAYOR TO PROBE LAW CODE BOAR

Mayor Curley yesterday announced that he intends to investigate the work of a commission of prominent lawyers apcointed more than two years ago by ex-Mayor Nichols to codify the city laws and for whose services \$20,000 was paid by the city of Boston.

If the work has not been completed to the satisfaction of the corporation counsel of the city, the Mayor added, he will take proceedings to have the money returned.

The Mayor made this announcement after he had made public a letter received by him from Corporation Counsel Samuel Silver-

In this letter, Atty. Silverman stated he had assigned an assistant to investigate the work already accomplished by the commission.

"I have advised these men," his letter stated, "that if I receive a report from my assistant that they have not made sufficient progress I will institute proceedings to compel the return of the money paid to them."

The three prominent attorneys who comprise the commission are John F. Myron, a partner in the law firm of Charles Innes; A. Marshall and Harold J. Field.

Mayor Curley stated the three attorneys have been at work on the recodification of the city laws for two and a half years, and that he is informed the work is not yet completed.

The \$20,000, he said, had been The \$20,000, he said, had been paid out as follows: John F. Myron, \$6,632.01; David A. Marshall, \$6,632.01; Harold J. Field, \$6,602.90.

A balance of \$133.08 had been devoted to expenses, the mayor said the city records showed.

GLOBE 2/6/30 AM

GIVEROURKEAND sich, to act as frame Commissioner, and well thought of McLaughin and Penal Commissioner Philip A. served in the City Council and both Chapman to act as superintendent of branches of the Massachusetts Legis-

Board May Renew Inquiry accept a place on the Election Commission, a position from which he has resigned. -Mayor to Renominate

and McLaughlin Fall

Makes Mayor Further Appointments

Civil Service Commissioner Elliot H. Goodwin announced yesterday afternoon that further consideration named by Mayor Curley for Com-that he would make no comment. missioner of Public Works, and James E. Maguire, East Boston Mayor to Resubmit Names James E. Maguire, East Boston Mayor Curley says that he will re-editor, whom the Mayor selected for submit the names of the appointees Joseph A. Conry, nominated as Traf-cases be made public.

fic Commissioner, and Edward F He does not believe, he told report

mission has decided definitely not to

appointment of Capt John J. Lydon

Five Resignations Accepted

After announcement of the decision of the Civil Service Commission on his appointees Mayor Curley sent word to several Republican officeholders that he had accepted their resignations.

Those who are to go are:

William A. Fisher, Traffic Commissioner

William S. Kinney, Institutions Commissioner.

Mrs Nina V. Gevalt, Election Commissioner. Herbert S. Frost, superintendent of

supplies. John D. Marks, member of the

Board of Appeal.

Capt John J. Lydon was assigned temporarily to act as Institutions Commissioner.

Harding and Bogan Named

Maj Charles T. Harding of Dorchester resigned as a member of the Board of Street Commissioners and was im-mediately nominated as a member of the Election Commission, and Charles the Election Commission, and Charles F. Bogan of 1500 Commonwealth av was named for Maj Harding's place on the Street Commission. At the same time Mayor Curley des-ignated Col Thomas F. Sullivan, chair-man of the Boston Transit Commis-

MAGURE CHANCE Dorch ster, was named to the Board of Ar seal of the Building Department, filling the place of John D. Marks, who resigned a few months ago to research a place on the Election Commission.

Goodwin's Statement

In a letter to Mayor Curley, Civil Service Commissioner Goodwin said that if Mayor Curley sees fit to request Lydon and Tague Win, Conry the commission to continue its investi-. Rourke as Commissioner of Public Works and James E. Maguire as Institutions Commissioner, the commission would do so.

If the Mayor should follow the commission's suggestion it would mean that it would have another 30 days to study the qualifications of these two-

appointees

the names

commissioner Goodwin said: "The presented a traveur ployes of the office. four appointments will be before the may be given Joseph A. Rourke, has sent the four back to us." Beyond

the position of Institutions Commis-sioner, but he made no mention of he will demand that all the facts in connection with the action in their

fic Commissioner, and Edward F.

McLaughlin, scheduled by the Mayor has given his nominees proper consideration. In his opinion they are eminently qualified to hold the positions for which he nominated them.

tions for which he nominated them.
In a statement which he gave to the

approve the appointments of Mr McLaughlin and Mr Conry.

The failure of the Department of Civil Service and Registration to con-The commission did approve the firm the appointments of Joseph A. Rourke as Commissioner of Public Works and James E. Maguire as Inas Soldiers' Relief Commissioner and stitutions Commissioner, coupled with of former Congressman Peter F. the request that the names of the two men be resubmitted for further Tague as principal Boston assessor. examination and reconsideration, and examination and reconsideration, and the failure to approve the nomination of Hon Joseph A. Conry as Traffic Commissioner and Edward F. McLaughlin as Fire Commissioner, in view of their exceptional qualifications for the positions that they seek, and in view of the further fact that by education, training and experience all are qualified for the positions they have been designated to fill, is difficult to understand, and accordingly I am this day resubmitting the names to the Civil Service Commission, as apparently sufficient time for investigation and consideration has not been given in any one of these four cases."

McLaughlin Ruling Surprise

Joseph A. Rourke was Commissioner of Public Works through the second Curley Mayoralty administration, which began in 1922.

He is a graduate of Worcester Polytechnic Institute, and had been in the employ of the Edison Electric Illuminating Company, Boston Elevated System, Boston Transit Commission and the General Electric Company at Lynn. Rourke first entered the city service in 1901 and head the city service. service in 1901, and held several posi-tions on the engineering staff of the Public Works Department. He was a

captain in the World War.
Failure to confirm Ex-Senator McLaughlin caused much surprise at the
State House and City Hall. Popular

branches of the Massachusetts Legis-lature, and his nomination for Fire Commissioner was his first to ap-

pointive office.

James E. Maguire is the editor of
the East Boston Free Press, a weekly

newspaper. Conry is an ex-Congressman, a former port director here, and at one time president of the old Common Council and later of the Board of Aldermen. In 1908 he was appointed consul of the Russian Empire, serving until the overthrow of the Government in Russia.

Bogan, the new prospective Street Commissioner, has been a transit man, conveyancer and chief in charge of as-

conveyancer and chief in charge of assessments in the Street Department. He is a past commander of Col Fred B. Bogan Camp, U. S. W. V. Maj Harding was first appointed by Mayor Curley in 1923, during his second term as chief executive.

His term of office being at an end, Chairman William A. Fisher of the Boston Traffic Commission wound up his duties in that nosition yesterdey At the time the office of the commission closed yesterday afternoon no notice had been received from Mayer Curley that he had decided to resubmit the names.

Commissioner Goodwin said: "The player of the office on his last day he was presented a traveling bag by the employer of the office.

TRANSCRIPT 2/5/30

Goodwin Asks \$60,000 for Finance Commission

propriation Increase for His Plans

If any members of the legislative committee on municipal finance entertained the idea that Chairman Frank A. Goodwin of the Finance Commission was looking for a boost in salary, the chairman quickly disabused them today when he told the committee that he was satisfied with his \$5000 salary. He left no doubt, however, that he wanted a \$10,000 increase in the commission's appropriation and he strenuously urged the committee to take favorable action on his bill advancing the appropriation to \$60,000.

The chairman went on to explain that after salaries and expenses of the commission are deducted from the present appropriation of \$50,000 there is left approximately \$18,000 for routine work and investigations, which he declared is not enough for the proper conduct of the commission's activities. He said that investigations by the commission in the past have been made on complaints and been confined to specific

Acting Chairman George P. Anderson of the committee asked Goodwin if it was his idea to put some "teeth" into the commission's activities and the chairman replied that he would like to be able to

investigate matters which he outlined.
"Are you satisfied with the \$5900 you are receiving?" queried Chairman Ander

"Yes, good enough for me," Goodwin quickly replied.

Chairman Goodwin said that the commission had gone into the question of the Boston tax limit and had decided "to keep hands off." G-LOBE 2/6/30 AM

MORE THAN 500 AT BANQUET OF THE BOSTON JEWELERS' CLUB

ton Jewelers' Club was attended by more than 500 members and guests last night at the Copley-Plaza.

Representatives of State and city, Army and Navy joined with the members in observing the occasion in gala style, more elaborate than ever because of the significance of 1930 as the tercentenary year in Massachu-

Lieut Gov William S. Youngman, representing Gov Allen, brought the official greetings of the Commonwealth. He was the only speaker and made his remarks brief in welcoming the

his remarks brief in welcoming the jewelers and their friends.
Vice Pres Carl F. Lawton, acting as chairman in the absence of Pres William L. Stone, who is ill, introduced Bartley J. Doyle, president of the Keystone Publishing Company of Philadelphia, as toastmaster.

Mr Doyle introduced the invited guests to the gathering before the pro-

guests to the gathering before the pro-gram of entertainment was started. The guests included, besides Lieut-Gov Youngman. Peter F. Tague, principal

NEW SUBWAY PLANS INCLUDE B. U. STATION

Extended Kenmore Line to Run to Proposed Campus

Plans have been drawn up by the Boston Transit Commission for a subway under Commonwealth av, with provisions for a subway station at or near the proposed Boston University campus on the Charles River shore at Cottage Farm Bridge.

The first inkling of the consideration of a Boston University terminus by the city of Boston was received a short time ago, when Mayor Curley filed a bill in the Massachusetts Legislature seeking approval of the extension of the Boylston-st Subway beyond Governor sq.

The following is the official statement of the City of Boston Transit Department regarding the proposed extension of the Boylston-st Subway be-

tension of the Boylston-st Subway beyond Governor sq:

"While no authority has been granted by the Legislature to extend the
Boylston-st Subway west of Governor
sq, plans for a subway have been prepared and they provide for a station
in the immediate vicinity of the Boston University Building, between Chilmark and St Mary's sts. No provision
has been made for an underpass to
the university buildings, but a request
from the university authorities might
well be considered in formulation of
the details of a rapid transit line."

The statement is signed by Thomas
F. Sullivan, chairman of the Boston
Transit Commission.

Mayor Curley; Henry I. Harriman, president of the Boston Chamber of Commerce; Rear Adimarl Philip Andrews, U. S. N., commanding the 1st Naval District; Maj Gen Preston drews, U. S. N., commanding the 1st Naval District; Maj Gen Preston Brown, commanding the 1st Corps Area, U. S. A.; Capt John J. Hyland, U. S. N.; Capt James C. Crockett, U. S. A.; Capt W. W. Cox, U. S. A.; Lieut Commander P. K. Robottom, U. S. N.; Charles T. Evans, secretary of the American National Retail Jewel-ces' Association: Stephen H. Garner, of the American National Retail Jewel-ers' Association; Stephen H. Garner, president of the New England Manu-facturing Jewelers and Silversmiths' Association, and Cyrus J. Gidley, president of the Massachusetts Retail Jewelers' Association.

Rev T. Montgomery Hawes Unitarian Congregationa Church said prayer at the start of the

banquet.

An elaborate program of entertainment was given by professional talent. A big stage was set up at the end of the big ballroom and the program was thoroughly enjoyed. Each mem-ber and guest received a silk umbrella a souvenir.

Albert R. Kerr, secretary-treasurer of the organization, was general master of ceremonies last night. The directors are Edward A. Bigelow, Edward D. Cole, Frank T. Cram, James Kingman, James H. Parks and J. Charles Stever.

Charles Stever.

The reception committee comprised E. F. Lilley, chairman; Henry R. Arnold, Edward H. Colby, Edward E. Hardy, Joseph V. Harkins, S. W. Higgins, Charles O. Housman, Don H. Johnson, Edmund W. Kirby, William J. Marshall, Howard A. Martin, Elmer C. Read Thomas Sheehan, Lohn W. C. Read, Thomas Sheehan, John W. Sherwood, Frederick T. Widner and Benjamin Wyman.

CITY OPPOSES DROPPING **EXAMINATION FOR LABORERS**

The question of physical examinations for applicants for labor service was for applicants for labor service was discussed by a number of persons at a hearing on measures designed to prohibit their requirement before the Legislative Committee on Civil Service yesterday.

There were three measures before the committee, all embodying the same principle. Representative Edward J. Kelley of Worcester held that favor-

Kelley of Worcester held that favorable action on the measures would be in line with the views of President Hoover to provide employment.

Representative Daniel J. Moriarty, Charles H. Slowey, Patrick Nestor of Lowell, Arthur Coulart, John Halliwell, Emile Gravel and Lawrence T. Woolfendon of New Bedford were recorded in favor of the principle, as were Representative Joseph W. Leyden, Anthony H. Doyle and C. A. Kelley of Worcester.

ley of Worcester.
Thomas H. Bilodeau, Legislative counsel for the city of Boston, opposed the bills. He said that although Mayor Curley is in sympathy with the movement to relieve unemployment, he feels that these measures will not help the

situation. Thomas F. Sullivan, chairman of the Boston Transit Commission, supported the stand taken by Mr Bilodeau, and cited a number of instances in which men with physical defects could not advantageously be employed. Special Dispatch to the Globe

REVERE, Feb 5-Because no other hall in the city was large enough to accommodate the crowd wishing to attend the testimonial dinner to Mayor Andrew A. Casassa in honor of the completion of his first year in office, he banquet was held tonight in Cres-

he banquet was held tonight in Crescent Gardens ballroom, where previously no banquet had ever taken place. The affair, attended by 1200 men and women, was one of the greatest demonstrations ever held in Revere.

Highlights of the evening included the disclosure that Revere has probably the highest density of children bopulation of anycity in the country, 26 of every 100 inhabitants being children attending the public schools, and the comment by Mayor Casassa, who publicly complimented the police force for the first time since taking office, that due to the younger officers that have joined the force "the Police Department will soon be on a high plane."

ment will soon be on a high plane."
Mayor John J. Whalen of Chelsea, in his speech, referred to the Greater Boston scheme of Mayor Curley and said there was not a united opposition

"Sooner or later it may be brought about, but we want to retain our identity, our school system and other de-partments, for we're getting along fine without Boston," he said.

Then he hurled a shaft at Mayor Curley, saying: "If we are annexed to Boston, Chelsea and Revere will be a dumping ground for Boston, This was brought about forcibly during was brought about forcibly during Curley's campaign for election is a speech at East Boston, when the Mayor of Boston said that East Boston had enough oil tanks and henceforth the oil companies would have to go to Chelsea or Revere if they wanted to erect more tanks."

New Bridge Schedule

The Chelsea Mayor then told of having taken up with the War Department the schedule of opening and closing the drawbridges which has been in force since 1901. He said he was endeavoring to get a new sched-ule adopted which would better traf-fic conditions for those living north of Boston.

Other Mayors present included George J. Bates of Salem, John J. Murphy of Somerville, J. Frederick George J. Bates of Salem, John J. Murphy of Somerville, J. Frederick Manning of Lynn, William A. Hastings of Malden, and Michael C. O'Neil of Everett. They together with Chairman Harry Woodward of the Saugus Board of Selectmen and Chairman Henry J. Barry of the Winthrop Board of Selectmen, joined in praising Mayor Casassa's administra-

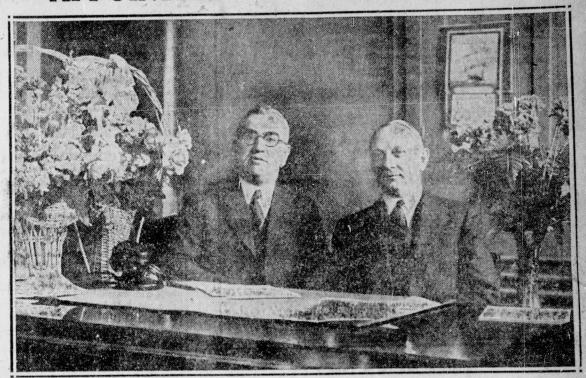
The Massachusetts Civic League was recorded in opposition and the final speaker in opposition was Elliot H. Goodwin, State Commissioner of Civil

Service.

Commissioner Goodwin, Representative George C. McMenimen of C. ubridge, and other speakers favored the bill introduced by Representative McMenimen providing that proper facilities for Civil Service examinations be furnished.

GLOBE 2/6/30 AM

WINNERS AMONG MAYOR CURLEY'S APPOINTEES AFTER TAKING OFFICE



LEFT TO RIGHT-JOHN J. LYDON, SOLDIERS' RELIEF COMMISSIONER; PETER F. TAGUE, PRINCIPAL BOSTON ASSESSOR

CURLEY SCRUTINIZES SPENDING OF \$19,866 ings to compel a return of the money

Ordered to Show What They Did

Attorneys John F. Myron, David A. Marshall and Harold J. Field, members of a commission appointed by exceived the following communication from Mr Silverman: "I have received your letter dated Feb 3, with reference to the codification of the laws your letter dated feb 3, with reference to the codification of the laws relating to the codification of t been asked through Corporation Coun-to the city of Boston, and undoubtedly sel Samuel Silverman to produce the my letter to you on this matter must consolidated statutes, for labor on have been received by you subsequent to the dictation of the letter received by me.

Proof of service commensurate with sistants to make a thorough investiga.

compensation is asked by Mayor tion of just what work has been ac Curley. The latter declared yesterday that he had been unable to learn from that he had been unable to learn from the had been unable to learn from the had been unable to learn from the had been according to laws. the Corporation Counsel that the work receive a report from my assistant that

one of his assistants is checking up

the matter and that if a report is received that sufficient progress has not been made, he will institute proceed-

Ex-Mayor Nichols set aside \$20,000 to Recodification Work

Recodification Work

Recodification Work

Three Lawyers Named by Nichols tion commission was made by Ex-Councilor Frederick E. Dowling Jr of Ward 21, in his closing term He de-Ward 21, in his closing term the demanded information about service performed and it is said that the information was not forthcoming.

Mayor Curley wrote the Corporation

had been completed.

Corporation Counsel Silverman, in a communication to the Mayor, said that

Communication to the Mayor, said that

Communication to the Mayor, said that

Complete a return of the money paid them.

OPPOSES NEWTON JOINING BOSTON

Mayor Weeks Praises City's Finances

NEWTON, Feb 5-Mayor Sinclair Weeks of this city was the guest and speaker at a meeting of the Newton Centre Church Men's Club, attended

by 100 at the church tonight.

In an address the Mayor discussed city affairs, pointing out that Newton is in better condition financially than any other community of its size in the country.

He declared himself against any scheme to incorporate Newton with Boston.

Mayor Weeks was introduced by the pastor of the church, Dr John C. Win-

HERALD 2/6/30

TEACHERS PAY RAISE REFUSED

School Board's Action to Be Appealed by Petition To Legislature

POLITICAL GRAFT IS BLAMED BY SPEAKER

The Boston school committee has decided against any salary increases in 1930 for either teachers or masters, the Schoolmen's Economic Association was told last night at the City Club by Dr. Joseph V. Lyons, a member of the com-

An audience of more than 100 heard the disclosure with great indignation and then voted to organize the Boston public school teachers and ask the Legislature to authorize salary increases over the heads of the school committee.

INDICATES DISAPPROVAL

Dr. Lyons indicated his disapproval of the action of the committee by saying it is his personal opinion that Boston teachers are not paid enough. He advised the teachers to go ahead with their plans to appeal to the Legislature and urged them not to be discouraged. pointing out that the Boston city government would doubtless ask during 1930 for authority greatly to increase its expenditures.

The school committee, faced with the necessity of building more high schools on the one hand, and many salary increase demands on the other, apparently decided the new buildings the more necessary, it was inferred from the explanation given by Dr. Lyons. The new school building department, he suggested, will be able to effect many economies, and the money thus saved could well be devoted toward salary increases for terchers.

Thomas E. Winston, chairman of the salary committee of the association, and head of the history department at Hyde Park high school, charged that there is a definite propaganda being launched against a salary increase for Boston school teachers. He charged that real estate men are among those fighting the increase.

LIVE OUTSIDE CITY

"These men live out of the city of Boston," he said. "They gain their living here but pay no share of the taxation. Why should the saving be made only at the expense of men who are giving honest service in the most important branch of the city government?"

"If \$300,000 can be taken from the funds of the school committee and later be used to buy rugs which are stolen, and to sprinkle sand on the Strandway in South Boston, it is high time money in South Boston, it is high time money be taken from some branch of the city's budget to pay the school teachers at least what they were paid before the war," Mr. Winston declared.

A resolution was unanimously adopted to carry on the salary increase fight and demand an increase from the Legislature.

Women Ask Curley If Big City Plan Includes Ban on Return of Saloon

A group of women active in behalf of prohibition want to know from Mayor Curley whether his conception of a Greater Boston includes "a constructive plan to prevent the return of the

A letter seeking his position on this point has been addressed to the mayor by Mrs. Howard Briggs of Malden, representing a speakers' bureau of 20 women prominently identified with various organizations, and pledged to work against the repeal of the state dry enforcement act. The letter follows: At a luncheon representing

At a luncheon representing various women's organizations interested in preventing the return of the saloon it was voted to ask you if your plan for a Greater Boston includes a constructive plan to prevent the return of the saloon.

In short is it your idea that a Greater Boston should endeavor to build up better enforcement of the present law or to return to the old legalized liquor traffic?

It was pointed out at the lunch-eon that the speakeasy of today is a far lesser evil than the old saloon of the past or the new saloon of Canada under government control. Witness as proof of better condi-tions today the 72 per cent. drop in

Boston of female arrests for drunk-enness since 1916.

We recognize that while the police commissioner of Boston is under the Governor, any successful plan to prevent the return of the saloon needs the co-operation of the mayor of Boston. We should be glad to hear from you.

OUR BUILDING PROSPECTS

Building Commissioner Eugene C. Hultman forecasts a prosperous building year for the city. The somewhat gloomy prospects of a month or two ago have changed materially, and the information in the possession of the Department justifies the opinion that in 1930 building activity will equal that of the last few years. The big constructions now in hand include the new telephone building in Bowdoin Square at the corner of Chardon Street, the new structure for the Atlantic National Bank, which will cover the block bounded by Postoffice Square, Water and Kilby Streets, and the large Herald-Traveler plant at Mason and Avery Streets.

The actual construction of the last four years has fluctuated but little. The figures for 1925 are largest, running to almost \$71,000,000. In the four years following they did not fall below \$51,000,000, or quite reached \$57,000,000. The total for 1929 was \$51,223,171.

The permits issued for last month when compared with those for January last year tend to support confidence in the building future, These permits last month ran above \$3,119,000, and a year ago they fell below \$2,400,000. Of course, March is the big month for the opening of the building year. The permits issued in Mar h, 1929, were about \$9,200,000, and in each of the four Marches preceding were between six and seven millions.

> Electric lights for Orchardfield at is assured as a result of a conference between City Councilor Francis E. Kelly of Ward 15 and the Street Commissioners yesterday. The street, running from Dorchester av to Freeport st, from Dorchester av to Freeport st, has many property owners who have petitioned for electricity on several occasions without result. Councilor Kelly petitioned for a new hearing after a talk with Mayor Curley and, despite objections of a minority, it is planned to provide electricity for the residents, and small poles will be erected.

HERALD 2/6/30

CURLEY WARNS NICHOLS BOARD TO PROVE WORK

Three Attorneys Hired to Recodify Laws Told to "Come Across"

MAYOR DEMANDS RESULTS OR CASH

Threatens Court Action to Recover \$19,866 Unless Labors Are Fruitful

Mayor Curley yesterday demanded John F. Myron, David A. Marshall and Harold J. Field, members of the commission employed by former Mayor Nichols to recodify the statutes of Massachusetts pertaining to the city of Boston, either to produce consolidated statutes or return \$19,866.92 which they drew from the city treasury.

Unless proof that the three attorneys performed service commensurate with the compensation which they were paid is presented Mayor Curley he will order Corporation Counsel Samuel Silverman to start civil action to recover the

Mayor Curley is not satisfied that the three attorneys performed the work for which they were employed and he has been unable to learn from the corporation counsel that the work has been completed.

To meet the cost of recodification of the statutes, which Mayor Curley said was done in 1922 by the law department, ex-Mayor Nichols set aside \$20,000. The records show that Myron was paid \$6632.01, that a like amount was drawn by Marshall and that Field received \$6602.90.

Ex-Councilman Frederic E. Dowling of ward 21, last year attacked the recodification commission. He demanded information, which was not forthcoming, about the services which the three attorneys had performed.

In reply to a letter which he sent Mr. Silverman Monday, he received the following communication:

I have received your letter dated Feb. 3 with reference to the codifi-cation of the laws relating to the city of Boston, and undoubtedly my letter to you on this matter must have been received by you subse-quent to the dictation of the letter quent to the dictation of the letter received by me. I have assigned one of my assistants to make a thorough investigation of just what work has been accomplished by the work has been accomplished by the counsel who are codifying the laws. I have advised these men that if I receive a report from my assistant that they have not made sufficient progress that I will institute proceedings to compel a return of the money paid them.

The three attorneys last night declared their work was progressing.

Mr. Myron said: "We've done the work. There is no question about that. will probably reply tomorrow when have read more about it."

Mr. Marshall said: "I have not a word to say except that we are still working on it. We talked to the corporation counsel last week and so far as we knew we arranged to finish the work, which we are now doing."

Mr. Field said: "The work is progressing steadily. That is about the sum and substance of the situation."

EXPLAIN EXPENSES ON TERCENTENARY

Plans for Advertising Campaign Outlined

The expenditure of \$2137 by the Boston tercentenary committee appointed by former Mayor Nichols and the plans for tercentenary celebration advertising recommended by the former mayor's advisory committee on advertising, are explained in a statement issued yesterday by the secretary of the latter committee, Frank W. Prescott, for the purpose of clearing up any misapprehension that might result from recent state-

ments in the city council.

On Tuesday the council in passing Councilman Hein's order called on Mayor Curley for an explanation of the \$2137 expenditure by the tercentenary committee, and cited that A. C. Ratshesky, whose resignation as chairman of the committee was accepted by Mayor Curley last week, "is credited with having prevented the committee from turning the entire fund (the remainder of \$25,000 appropriated by the city council) over to a Boston advertising agency which proposed to expend it for advertising in newspapers and periodicals.

Secretary Prescott made public two letters to Mayor Curley, one from him-self, dated Nov. 22, and the other from E. J. Goulston, chairman of the advertising advisory committee, dated Jan. 22. In his own letter, the secretary explained to the new mayor the appoint-ment of the committee, comprised of representatives of most of the prominent agencies in Boston, and what the committee had done in the way of preparing for publicity.

preparing for publicity.

Mr. Goulston included his resignation in his letter. He told of the preparation for an intensive newspaper campaign and that the only money of the \$25,000 appropriated that the tercentenary committee had expended for the advertising committee was for composition and drawings incident to this preparation. He also pointed out that the committee had planned that the proposed advertising be "placed among all the agents so that there would be no partisanship and prejudice in its distribution."

CURLEY TO REPLACE OLD FIREBOAT

Accepts Hultman's Recommendation for New Craft

Acceptance by Mayor Curley of the recommendation of Acting Fire Com-missioner Eugene C. Hultman to replace engine 44, a fireboat which has been in service since 1895, with a new modern boat which will cost \$350,000 was given yesterday when the mayor announced that he will that he will endeavor to have the new police patrol boat equipped to serve as an auxiliary fireboat. The necessary order will be sent to the city council

Monday. He also made known that he will follow Commissioner Hultman's recommendation to purchase a new fireboat in 1931 and 1932 so that the marine battalion of the department will have new and up-to-date equipment at the end of three years

Today Commissioner Hultman will confer with Police Commissioner Wil-son about a change in the specifications for the new police boat which will pro-vide for the installation of deck guns, fore and aft, which will be available for fire service as well as to quell riots which may occur in proximity to the

which may occur in promise waterfront.

"Water, I am told," facetiously commented the mayor, "will do no injury to those who may engage in riots."

Mayor Curley will advise Commissioner Wilson to award the contract for the construction of the police boat, which will replace the Guardian, to George Lawley Company, with yards at Neponset. The Lawley bid is \$184,250. Other bidders are the Crowninshield Company of Fall River \$180,000, and the Bethlehem Shipbuilding Company \$245,465.

PROPOSED TRAFFIC UNDERPASS DELAYED

The traffic underpass which Mayor Curley and the city council plan to construct at Massachusetts and Commonwealth avenues, and for which plans of the transit department were accepted three weeks ago, will be de-layed until necessary legislative author-

ity is obtained.

Investigation by the corporation counsel, at the request of the mayor, has forced the conclusion that legal has forced the contribution that regardobjection which would be upheld might be encountered if the city proceeded to construct the underpass without specific legislative authorization.

MAYOR AROUSED

May Ask Charter Amendment to Curb Civil Service Power

FAILURE TO APPROVE CAUSES CONFUSION

The unexpected action of the state civil service commission yesterday in withholding confirmation from four of Mayor Curley's major appointments has caused great confusion at City Hall.

It has left Boston partly a "government of acting heads," as one city official expressed it, obliged the mayor to defer other important appointments and frightened several who have offers of appointments but are reluctant to run the gauntlet of the commission.

MAY SEEK REPEAL

Mayor Curley is giving serious thought to the advisability of appealing to the Legislature to strike out the provision in Boston's city charter, dating from 1909, which gives the state commission the power to examine the training, fitness and experience of most appointments made by the mayor.

Boston is the only city to which such a check is applied and Mr. Curley believes that as the charter saddles the sworn in and assumed their new work. Tague and Lydon were immediately sworn in and assumed their new work. Should be allowed to select his suborsubor was public works commissioner in the dinates without the approval either of the state commission or even of the state commission or even of the editor of an East Boston paper, may

go to the Legislature on this issue became pronounced at City Hall yesterday after city officials had recovered from their astonishment at learning ments and none was forthcoming restart the civil service commission had garding McLaughlin and Conry. The that the civil service commission had garding McLaughlin and Conry. The confirmed only two of a group of six Boston city council and has high stand-

Capt. John J. Lydon of South Boston to be soldiers' relief commissioner. The commission took no action on appointments of Joseph A. Rourke to be public works commissioner and James E. Maworks commissioner and James E. Maguire of East Boston to be institutions commissioner, but invited the mayor to resubmit them, thus suggesting that it may approve these after further investigation. The commission has 30 days each appointment.
The chief sensation, however, was the

AYOR AROUSED commission's failure to approve appointments of Edward F, McLaughlin to be fire commissioner, and Joseph A. Conry to be traffic commissioner. It is treet laying-out department, was and under its procedure this showed that the commission had decided not to approve them.

This so aroused the mayor that he swent City Hall of every remaining board of appeal to succeed Marks.

This so aroused the mayor that he swept City Hall of every 'remaining holdover from the Nichols administration holding important office, except City Collector George H. Johnson civil service commission's action whom the excitement disclosed as a Soldiers' Relief Commissioner Lydon Democrat and Al Smith enthusiast, was named acting institutions commismade several appointments to meet the sioner; Chairman Sullivan of the transituation, and appounced he would send sit commission acting traffic commission.

pered. This read as follows:

The failure of the department of civil service and registration to con-firm the appointments of Joseph A. Rourke as commissioner of public and James E. Maguire as institutions commissioner, coupled with the request that the names of these two men be resubmitted for further examination and reconsideration, and the failure to approve the nomination of the Hon. Joseph A. Conry as traffic commissioner and Edward F. McLaughlin as fire commissioner, in view of their ex-ceptional qualifications for the positions that they seek, and in view of the further fact that by education, training and experience all are qualified for the positions they have been designated to fill, is difficult to understand and, acgordingly, I am this day re-submitting the names to the civil service commission as apparently sufficient time for investigation and consideration has not been given in any one of these four cases.

TWO SWORN IN

major appointments made by the mayor.

The commission confirmed the mayor's appointments of former Congressman Peter F. Tague of Charlestown to be a principal assessor and Cont. John J. Lydon of South Boston

Boston city council and nas high standing. The commission was said to have frowned on his lack of experience in handling large numbers of men. Why Conry, who is a lawyer, and has served in Congress, the Legislature and the city government, was rejected for traffic commissioner unless on the ground the commission was said to have frowned on his lack of experience in handling large numbers of men. Why he had not had experience along this

he had not had experience along this line, remained a mystery.

Mayor Curley, proceeding with his reorganization of city departments notwithstanding, accepted the resignations of William S. Kinney, institutions commissioner; William A. Fisher, traffic commissioner; Herbert S. Frost, superintendent of supplies, Nina V. Gevalt, election commissioner, and John D. Marks, member of the board of appeal.

MAJ. HARDING NAMED

Maj. Charles T. Harding, a member of the street commission since the last Curley administration, was named elec-tion commissioner to succeed Mrs.

made several appointments to meet the sioner; Chairman Sullivan of the transituation, and announced he would send sit commission, acting traffic commission the appointments of Conry and Mc-sioner, and Penal Commissioner Chap-Laughlin as well as those of Rourke and man, acting superintendent of supplies. Magnire back to the commission.

This makes four city officials who are The mayor was in fighting mood, but now running two departments each, as his formal announcement, was temformal announcement was tem-Building Commissioner Hultman is acting fire commissioner. The public works department and the city registry are being run more or less successfully by their office forces

their office forces,

City Hall officials think that Elliot H.

Goodwin, civil service commissioner, is
applying unusually rigid tests to the
Curley appointments. This was denied
at the State House, where is was
pointed out that of 14 appointments by
the mayor considered by the commission, 10 were approved, two—Rourke and
Magnire—held in abeyance and two re-Maguire—held in abeyance and two re-jected. There also are four concern-ing which no decision has been made. There still is opportunity to present additional evidence on behalf of Conry and McLaughlin, one official said.

The commission, according to City Hall information, is going into com-plaints made by enemies of those ap-pointed. Peter F. Tague, obtaining in-formation that some information adverse to him was placed before the commission, went twice before the commis-

sion to meet it successfully.

Mr. Conry, whose rejection probably caused the most surprise, said last night

he could offer no explanation.
"Two or three weeks ago," he said.
"I received the usual questionnaire from cities the council or board of aldermen passes on appointments from the city's executive.

The impression that the mayor will go to the Legislature on this issue became pronounced at City Hall yesterday after city of the council or even of the editor of an East Boston paper, may be confirmed after all.

The odds are more in favor of Rourke, however, as the opinion at the State however, as the opinion at the State House is that the civil service commission prefers for institutions commission prefers for institutions commissioner one with more experience in welfare work than Mr. Maguire.

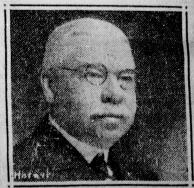
The civil service commission is reduced they wished any further explanation. Such a request was made and a week ago last Monday I did appear before the commission. The interview lasted they wished any further explanation. Such a request was made and a week ago last Monday I did appear before the commission. The interview lasted thouse is that the civil service commore courteous treatment. I haven't was not sanctioned."

The civil service commission is reduced they wished any further explanation. Such a request was made and a week ago last Monday I did appear before the commission. The interview lasted they wished any further explanation.

The odds are more in favor of Rourke, four or five minutes. It was delightened to the commission of the commission. The interview lasted the commission that the civil service commission is reduced to the commission of the commission of the commission. The interview lasted the commission of the commission of the commission. The interview lasted the commission of the commission of the commission of the commission of the commission. The interview lasted the commission of the comm

GLOBE 3/6/30 PM

City Collector Only Nichols Appointee to Escape Curley's Ax



GEORGE H. JOHNSON, city collector, at an annual salary of \$7500, is the sole appointee of Ex-Mayor Nichols to survive the ax of Mayor Curley.

PLANS FOR VISIT OF S. W. V. COMMMANDER

Governor and Mayor to Greet Gov Green

For the reception of Gov Fred Warren Green of Michigan, national com-mander-in-chief of the U. S. W. V., who will come to Boston next Thurs-day for day for a two days' visit, full plans were given out this morning at the de-partment headquarters of the Spanish War veterans, room 158, State House. Of the visitor they say:



GOV FRED W. GREEN

He is a well-known figure in public life, particularly as a panker, lawyer and manufacturer. He was a lieutenant in the Michigan Volunteer Infantry

in the Michigan Volunteer Infantry during the Spanish War, and today is a Brigadier General in the Michigan National Guard. He has been Mayor of Ionia, Mich, for 12 terms.

"He will be met upon arrival at 10:45 a m by a committee representing this department, which will be his personal escort during his stay, Department Commander Charles F. McCarthy, Past County Commander Edward J. Gihon, Past Department Commander Peter O, Shea and Past Commander Peter O, Shea and Past Commander Peter O. Shea and Past Com-mander Daniel J. Murphy. He will be escorted from train to temporary headquarters in the Hotel Bellevue.

"At 11:30 a m he will be received

at the State House by the Governor, then by the Mayor at City Hall
"At 1 p m he will be given a luncheon at the Parker House by Gov Allen, after which he will be escorted to the State House and visit the House of Representatives and the

"At 6:30 he will be the guest of honor at the annual department ban-quet in the armory of the Ancient and Honorable Artillery Company in Faneull Hall.

"As the seating capacity is limited, the municipal council of the U.S. W. the municipal council of the U. S. W. V, has advanced the date of the annual memorial exercises in commemoration of the destruction of the battleship Maine (Feb 15), and will hold an overflow meeting in the same building at the same time. This will permit a still larger number to hear from our com-

larger number to hear from our com-mander-in-chief later in the evening. "On Friday, Feb 14, at 1:15 p m, Mayor James M. Curley will tender Gov Green a luncheon at the Hotel

"Much to our regret, our guest will be forced to leave Boston on the evebe forced to leave Boston on the evening of the 14th for Washington because of other appointments.

"His visit is an item of interest to so many on matters not purely of a

U. S. W. V. tenor that it will be the aim of the department officitls to cur-tail business sessions as far os possible consistent with requiremens of our

COUNTY MAYO ASS'N 25 YEARS OLD

Silver Marks Banquet Anniversary

The County Mayo Men's Association observed the silver anniversary of its institution with a panquet and joint institution with a banquet and joint installation of its officers and those of the County Mayo Women's Association, the members of which were guests, in O'Connell Hall, Hibernian Building, Roxbury, last evening, which was attended by about 300 natives of the county in Ireland after which the assiciation is passed and their descended. assiciation is named and their descend-

The affair was one of the outstanding social successes of the organiza tion and the diversified program was enjoyed by the large gathering. In the assemblage were a number of members

of the other county associations.
Patrick F. Hastings, one of the char-Patrick F. Hastings, one of the charter members of the organization, was toastmaster. Addresses were delivered by Patrick Finnegan, retiring president; Edward Tarpey, new president; Mrs Caroline Murray, retiring president of the women's association; Miss Nora McGinnis, incoming president; Nora McGinnis, incoming president; Miss Anna J. Coll, president of the Central Council of Irish County Associations; Secretary Arthur B. Corbett, representing Mayor Curiey; Dist Atty William J. Foley and Thomas F. Murray, organizer of the Central Council.

Miss Coll previous to the banquet installed the following officers of both associations:

associations:

Men's Association-Edward Tarpey, president; John Barrett, vice presi-John Flynn, recording secretary; John Conroy, financial secretary; Joseph M. Thornton ,treasurer; John Ruddy, sergeant-at-arms; James S. Finn, sentinel.

Women's Association-Miss Nora Mc-Women's Association—Miss Nora Mc-Ginnis, president; Miss Delia Flana-yan, vice president; Mrs Mary Gordon, recording secretary; Miss Margaret Waldron, financial secretary; Miss Anna M. Gill, treasurer; Miss Mary Culkeen, sergeant-at-arms; Miss Mary T. Hastings sentinel T. Hastings, sentinel.

HUB MAN'S WILL GIVES \$50,000 TO CHARITY

The Long Island Hospital is beneficiary of \$300 under the will of Samuel Herschberg, former Boston jeweler who died on Sept 27, 1927. Mr Herschberg was born in Russia, and came here when a youth. He distributed \$50.000 under his will to charity without

Mayor Curley today prepared an order to be sent to the City Council recommending that the gift be accepted. Action by the Council is necessary before the gift can be accepted.

CURLEY MAY GO TO LEGISLATURE

Aroused by Rejection of Appointees by Civil Service Commission

Aroused by the rejection of his appointees by the civil service commission, Mayor Curley may appeal to the Legislature to revise the city charter, striking out provision giving the state commission power to examine the training, fitness and experience of most appointments by the mayor.

Curley believes that a mayor should be allowed to select his subordinates without approval of the state commission or city council, as the charter places the full responsibility upon the

The possibility that Mayor Curley may go to the Legislature arose as a result of the civil service commission's action of the civil service commission's action in confirming only two of a group of six appointments made by him. The commission failed to approve appointments of Edward F. McLaughlin to be fire commissioner; Joseph A. Conry to be traffic commissioner; and took no action on appointments of Joseph A. Rourke to be public works commissioner. Rourke to be public works commissioner and James E. Maguire to be institutions commissioner

The commission asked the mayor to resubmit the appointments of Rourke and Maguire. It approved the selection of former Congressman Peter F. Tague of Charlestown to be principal assessor and Capt. John J. Lydon of South Bos-ton to be soldiers' relief commissioner.

The act of the commission so aroused the mayor that he swept out of office every remaining holdover from the Nichols administration holding important posts except City Collector George H. Johnson H. Johnson.

H. Johnson.

Several appointments were made, and the appointments of Conry and Mc-Laughlin, Rourke and Maguire will be sent back to the commission. Tague and Lydon have been sworn in and assumed their new duties. sumed their new duties.

AMERICAN 2/6/20 Mayor and Margotti

Confer About Oct. 12 Piot Margotti, Italian consul-gen-

eral in Boston, conferred Mayor Curley today with reference to the appointment of Giacomo De-Martino, Italian ambassador at Washington, as orator for the Columbus Day exercises in Boston, Oct. 12.

Mayor Curley desires the presence of Mr. DeMartino here for that purpose.

AMERICAN 2/6/30

Heckling the Mayor?

Something Inconsistent in Attitude of Civil Service Commission

HY does the Civil Service Commission reject four appointments made by Mayor Curley?

The Mayor doesn't know. Nor do the appointees. Nor, for that matter, do the people of Boston whom these men were named to serve.

All four seem ably fitted to assume the work laid out for them by the Mayor and Mr. Curley will doubtlessly force the issue of their confirmation. He should. When men are well suited to the positions for which they have been named it is not the function of the Civil Service Commission to deprive the public of their service.

In this particular instance, the Commission may be suspected of wishing to embarrass Mayor Curley's administration. Surely, it is not consistent. One recalls that the Civil Service body quickly confirmed Mayor Nichols' appointee to the post of traffic commissioner. Yet he was a man without previous experience in that line and with considerably less experience in public service than former Congressman Joseph A. Conry, Mr. Curley's rejected choice.

There is apparent no excuse, nor explanation of this inconsistency.

Mansfield's Campaign

Left a Debt of \$12,000 Which Should Not Be Regarded as Personal

ROBERT HOMANS, Richard J. Lane, Henry S. McPherson, Francis J. Murray and George H. Nutter sign an appeal to other members of the Bar to join them in wiping out the debt of \$12,000 which survives the recent mayoralty campaign of Frederick W. Mansfield.

This is an unusual petition, just as the president of the Bar association was an unusual candidate.

There are seasoned political warriors who, after a losing campaign, would not give its debts a second thought. THESE bills, for printing, advertising and mailing, to Mr. Mansfield are a "source of constant anxiety."

He polled nearly 100,000 votes. In some respects his campaign may have been ill-advised, but on the whole it was as clean and energetic, as frank and honest, as the former treasurer of the Commonwealth. Those for whom he waged so spirited a fight should be prompt to ease him of the consequent burden. They MAY have need of him another time.

Curley Secretaries Get No-Salary Jobs

Mayor James M. Curley toucy accepted the resignations of Oliver C. Elliot and Judge Joseph T. Zottoli as members of the Overseers of Public Welfare. He appointed in their stead Arthur B. Corbett and Frank B. Howland, two of his secretaries. No salar yis attached to the jobs.

Traffic Chief Honored

Members of the office staff of the Boston traffic commission tendered William A. Fisher, retiring chairman of the board, a traveling bag. A presentation speach was made by Philip Desmond, one of Fisher's aides.

G20BE 2/6/30 PM

MARKS DID NOT RESIGN YESTERDAY

Allston Man Off Appeal Board Since December

John D. Marks of 44 Quint av, Allston, read his morning newspaper a little more closely today when he discovered that reporters had him listed

among the half-dozen municipal of-ficeholders whose resignations were accepted yesterday by Mayor Curley. First Mr Marks got a "kick" out of the announcement, but when he reached his State-st law office some of his more intimate friends thought of his more intimate friends thought it a good joke, and began to "kid" him a bit. So attorney Marks proclaimed that he was not only a Democrat in politics, but that he had been a loyal supporter of James M. Curley for the last 20 years.

At any rate, Marks had not been a and the Board of Appeal of the City Building Department since late December of last year. In June, 1926, he was appointed a member and secretary of the Board of Appeal, and in December of last year he forwarded his resignation to Mayor Malcolm his resignation to Mayor E. Nichols, who received it reluctantly, and sent him a note in which the then Chief Executive took occasion to commend the high character and excellence of his public service as a member of the Board of Appeal.

On Dec 29 of last year attorney Marks was sworn in as a member cf he Board of Election Commissioners, taking the place of Ex-Senator Patrick H. O'Connor, Democrat, resigned. The Election Board of four is composed of two Republicans and two Democrats and when O'Connor, Democrat, stepped out, it was necessary to appoint another Democrat. Marks got the place, and by virtue of being an Election Commissioner he was named an acting member of the Board of Appeal pending the appointment of his successor.

Marks remained Election Commis-

Marks remained Election Commissioner until soon after Mayor Curley took office and then forwarded his resignation to the new Mayor, passing out of office automatically when Mrs. Colin McDonald was named an Election Commissioner.

It was generally believed that Marks would go back as a member of the Board of Appeal, but he did not.

G2013E 2/6/30 PM

Receives From Commissioner Names of Those Above Age Limit

That Mayor Curley may make some important changes in the Police Department, by singning the pension order, affecting 32 members who are over the age of 65, became known, today, when the Mayor received from Police Commissioner Herbert A. Wilson the names of all come under the retirement system.

lieutenants, sergeants and patroldepartment until they are 72.

The action of the Mayor comes at William F Poley.

a time when a bill is about to be reached in the Legislature, allowing all "loyal" police officers who were on duty during the Boston police strike, to remain in service until they are 70 years old, regardless of whether they subscribed to the contributory pension system.

If the changes are made it will officers avove that age who do not mean the removal of some of the best-known police officers from This list includes at least one service, including Capt Grant of the captain, two inspectors and several Hyde Park Station and Inspectors Edward Conway and Michael Morrismen. The men under the retirement sey of the Bureau of Criminal Invessystem are allowed to remain in the tigation. Inspector Morrissey is now detailed to the office of Dist Atty

Today one plank of the Boston City Charter creaks and groans under a heavy weight. Upon it has been placed the burden of resisting, as regards the public of Boston, two tendencies of conviction strongly held by the American people. The first of these views is that the responsible chief executive of any State, city or town, as well as of the nation itself, shall have reasonable freedom to perform the tasks of the office to which he has been elected, restrained only by law, and standing or falling at last upon the totality of his record. Secondly, when any other authority interferes with such executive power, the American people expect that the reasons for such interference shall be clearly and openly stated.

We refer, of course, to the act of the Civil Service Commission in rejecting two of Mayor Curley's appointments of department chiefs for the city of Boston. and of so delaying acceptance of two others that the course thus far followed by the commission constitutes a rebuff to the mayor, even though we by no means assume that it will lead, in the end, to a rejection. Regarding these vetoes of Boston's home rule, we are not of the view that the State Civil Service Commission exceeded its legal power. On the contrary, whereas the commission has only a general duty of confirmation regarding executive appointments in municipalities throughout the State, in this city, by virtue of section ten of the amended charter, the commission must certify regarding such choices by the mayor of Boston that "they have made a careful inquiry into the qualifications of the appointee, and that in their opinion he is a recognized expert, or that he is qualified by education, training or experience" for the office to which he has been named. This throws a very considerable duty of initiative upon the commission. The board has not merely to accept the opinion of the mayor, in the absence of manifest ground for challenge. but must of its own motion conduct an investigation and reach its own conclusion.

Concerning those appointments by Mayor Curley which the State Civil Service Commission has now either rejected or postponed, we assume of course that the board has conducted an investigation of the kind required by law Moreover, we do not at the moment attempt to express any doubt that the commissioners, ir. forming their own opinions, have been guided by the highest motives. But we do say that as matters stand today, the reasons upon which the commission has based its conclusions are extremely far from evident to the public mind.

Take the case of Joseph A. Rourke, for a leading example. Just what lack of education, training or experience is there in this graduate of Worcester Polytechnic Institute, many years in the public service and for a considerable time Boscommissioner of public works, which now makes it so difficult to

Vetoing Boston's Home Rule decide whether he should again be the head of this important department? In his prior term his service was marked by a clean and square record, so far as we know, with a great deal to be said for Mr. Rourke's qualities of diligence and honesty in protecting the city from fraud or incompetence at the hands of unscrupulous contractors. What is now the trouble? No man either knows, or is provided any way to know, what are the counsels of the State Civil service Commission.

That being the case, the commission's sweeping vetoes upon Mayor Curley's freedom of executive action have placed upon the Civil Service plank of the Boston city charter an exceedingly heavy strain. That section, indeed, has been brought close to the breaking-point, and we are not sure that the public of Boston will not come to demand that, by legal means, it shall be removed altogether.

Curley Queried on Return of Saloon

Mayor Curley is asked by Mrs. Howard Briggs of Malden, who is in charge of he speakers' bureau formed to work against repeal of the State prohibition enforcement law, whether his plan for a Greater Boston includes a constructive lan to prevent the return of the saloon. The letter was sent by vote at a lunchon of twenty women prominent in various organizations. It is as follows:

My Dear Mayor Curley:

At a luncheon representing various women's groups interested in preventing the return of the saloon, it was voted to ask you if your plan for a Greater Boston includes a constructive plan to prevent the return of the saloon.

In short, is it your idea that a Greater Boston should endeavor, all along the line, to build up better enforcement of the present law or to return to the old, legalized liquor traffic?

It was pointed out at the luncheon that the speak-easy of today, though an evil, is a far lesser evil than the old saloon of the past days or the new saloons of Canada under Government control

Witness the following figures as proof that conditions today are better than the old conditions:

A decrease from 27 per cent to 3 per cent in welfare cases in which drink figured (1916 wet, 1928 dry). A decrease from 47 per cent to 20 per cent in prevention of cruelty to children cases in which drink figured (1916-1928). A decrease of 35.8 per cent in male arrests for intoxication, Boston (1916-1828). A decrease of 72 per cent in female arrests for intoxication, Boston (1916-1928).

We recognize that while the police commissioner of Boston is under the governor, any successful plan to prevent the return of the saloon needs the cc-operation of the mayor of Boston.

We should be glad to hear from

Sincerely yours, (Signed) ONA EVANS BRIGGS

City Will Seek **Act for Underpass**

There are complex legal questions connected with the proposal to build an underpass at Massachusetts and Commonwealth avenues and the city law depart ment has advised that an enabling bill be presented to the legislature. building of the underpass would necessitate the use of part of Commonwealth avenue on both sides of Massachusetts avenue which is now covered to some extent by grass and shrubbery. The indenture from the Boston Water Power Com pany to the Commonwealth, Dec. 1856, provided for a walk and the planting of trees so as to exclude horses, carriages and vehicles. The proposed underpass is for a through way for automobiles.

G-2013E 2/6/30PM

Praises Curley at Trade Board Dinner, Roxbury

Senator Gaspar G. Bacon, president of the Massachusetts Jenate, advocated home rule for Boston at the annual banquet of the Roxbury Board of Trade, held last evening in Roxbury Masonic Temple, 171 Warren et, Roxbury. He declared that Representatives of sections in other parts of the State know little of the needs of Roxbury, yet they are often called upon to act on measures directly concerning the

This year 1326 petitions have been presented to the Legislature for consideration, while last year there were 1716, and Senator Bacon declared that

The Senator stated that Beston should have home rule. He highly commended Mayor Curley, terming him a

most progressive city official.

Judge Albert F. Hayden of the Roxbury Court said that drunkenness was on the wane in Roxbury, and that less was in evidence, all tends to make Rombury a better place to live in. In general, he said, the people of Roxbury were prosperous.

Pres George Melhardo of the Board of Trade said that the slogan of Rox-

bury should be, "Register Prosperity." City Councilor John F. Dowd reprecity Councilor John F. Dowd represented Mayor Curley, who was unable to attend. He told of the Mayor's plan for a "white way" lighting system from the Dudley-st Terminal along Dudley st to Uphams Corner. The Councilor adversely criticized owners of stores who have raised the represented the control of stores who have raised the represented the control of stores. of stores who have raised the rents unreasonably, adding that the valua-tions of the property have not been

increased in proportion.

A delegation fro mthe Mt Pleasant improvement Association included Pres Phomas F. Phelan, Charles H. Savage, George E. Savage, Ricand Henry W. Kelley. Richard J. Savage

Pres Phelan agreed with Councilor Dowd that "gouging store land!ords should be severely dealt with." He said that it was about time that the Legislature and city officials took action in this matter in order that there ion in this matter in order that there be no serious business depression. was of the opinion that stores should

was of the opinion that stores should be let much more reasonably.

A travelogue of Old Roxbury was given by Pres Walter R. Meins of the Roxbury Historical Society. He called attention to historical spots in Roxbury, and said that they should be fittingly marked for the big tercentenary calabration in Roxbury on Oct 3.

GLOBE 2/1/30 AM

NEW RETIREMENT PAPERS FOR POLICE

List of 32 Officers Sent or Wilinsky Speaks at Nichols Disappeared

At Least One Captain and Several Lieutenants Included

Police Commissioner Herbert A. Wilson has forwarded to Mayor Curley the retirement papers of 32 police officers; papers to replace a set which Mayor Curley yesterday said was sent to his predecessor, Mayor Nichols, but were missing when the present incumbent took office.

The Mayor said he learned that 425 police officers had been appointed to the Boston force in the last four years, and his Honor then attempted to learn how many officers had been pensioned in that time. The added number of men, said Mayor Curley, increased police expense about \$1,000,000 in the and his Honor then attempted to learn lice expense about \$1,000,000 in the of four years.

In his search for information he was informed that 32 pension papers of officers eligible for pension at 65 years Great Gain in 30 Years of age were sent to Mayor Nichols "In Boston 30 years ago approxi-two days before Mayor Curley took born were doomed to die before one

Police Commissioner Wilson and at police headquarters yesterday it was said that the papers were now in City Hall. The list includes at least one captain, two inspectors and several light reports.

Hall one of the lowest typnoid lever to the lowest typnoid lever typno

missioner could retire officers at 65 years of age with the approval of the Mayor, but all have to be out of the

department at 70 years of age.

On Feb 1, 1923, the city pension system went into effect. Under that law all officers appointed after that time and officers who joined the pension system contributed towards the pension fund and the law provided that they could remain until 70 years of age before automatically being retired on rension.

Some officers on the force elected not to join the pension system, thereby leaving themselves open to being re-tired at 65 if superiors saw fit to name them, but the retirement did not go into effect unless approved by the

Meanwhile, awaiting approval of re-

draw full pay.

The theory advanced was that some of the old-timers gambled that they would not be automatically pensioned at 65; would go on earning full pay until 70 and pay no contributions, and if they lived to be 70 would be ahead of the game.

ASKS ALL TO HELP COMMUNITY HEALTH

Beth Israel Hospital

raises Mayor Curley for Boston's **Outstanding Effort**

"The intelligent participation of "The intelligent participation of very individual in a program for mmunity health" is the solution of prious disease problems, Dr Charles . Wilinsky, director of the Beth srael Hospital and director of the lealth Units of the City of Boston, id in an address on "Our Health" the Beth Israel Hospital auditorium esterday.

The address was the first of a series of educational addresses. Dr Wilinsky said in part:

"Preventive man but no accomplishment stands out so vividly as the conquest of dis-

office. Seeking to learn the identity years of age. Today we save more than of the men booked for pensions, a half that number, our city in 1929 ensearch was made, but the papers were not found.

Mayor Curley communicated with

captain, two inspectors lieutenants.

It is said that the papers might have become lost or mixed with papers of the ex-Mayor and taken from city Hall in the moving.

City Hall in the moving.

1023

enormous reduction.

that we have much to be grateful for, and yet we must still be dissatisfied when 100,000 in the United States die unnecessarily every year from tuber. Culosis and when 150,000 children who culosis and when 150,000 children who culosis and when 150,000 children who captain of nually. In 1929 our rate was 78 per 100,000, the lowest in our history—an now die from preventable diseases could be saved by application of knowledge we possess.

"There is no license for the death of one child from diphtheria. What is the answer? The intelligent participa-tion of every individual in a program tion of every individual in a program for community health, a real appre-ciation of health as a community as-set, loyal and earnest support of the Mayor and health commissioner in his plan for developing adequate public health services on satisfactory stan-dards."

Boston Leads in Health Work

"Much praise and credit is due Mayor Curley for his wholesome sup-port of all that is best in public health port of all that is best in public health and for his generous support for the expenditure of money for the conservation of life. It was during his last administration that a survey made by the American Public Health Association resulted in Boston leading in health work in the United States because of the conservation of the

health work in the United States because of correlated and intensive effort of the city and private agencies.

"The late Dr Briggs, one of the great sanitarians in history, aptly qualified the possibilities in this field by saying that 'within reasonable limitations communities may determine their own

death rate' and that 'public health is purchaseable.' In few words this means that Boston and other communities may obtain the kind of health they are willing to pay for.

they are willing to pay for.

"It is possible to reduce much disease and many deaths in Boston, first, by the promotion of public health knowledge and, secondly, by the acceptance of this information and the carrying out of its advice and suggestions by an intelligent public through the medium of an organized medical profession and clinics developed for those who cannot afford to pay for proper health service." proper health service."

Would Change Law

Yesterday City Clerk Wilfred J. Doyle represented Mayor Curley at a State House hearing on a bill which would change the law so that all police officers who did not join the contributory pension system could re-main on the force until 70 years of age. Mr Doyle said if the law is agreeable to the Police Commissioner that Mayor Curley has no objection to the law.

Representative Thomas H. Carr of Boston has written to Cimmissioner Wilson requesting him to appear at the hearing before the Legislative Committee on Pensions next Thursday morning at the State House and give his views on Carr's bill relating to the payment of \$2000 to widows of policemen and firemen killed to the

policemen and firemen killed in the line of duty

Mr Carr has asked that the Com-missioner give him data to show the number of dependents of the po-lice officers of Boston and any other information that may be useful in that connection.

TO COMPLETE CODIFICATION WITHIN TWO MONTHS

Unofficial information at City Hall resterday indicated that the committee n charge of the recodification of laws applying to the city of Boston will complete its work within two months to the satisfaction of Corporation Counsel Samuel Silverman and Mayor

Curley.
Attorneys John F. Myron, David A.
Marshall and Harold J. Field were
named a commission and \$20,000 was
appropriated by the last administration. The attorneys for their labors have received from the city treasurer \$19,866.92.

They were employed in July, 1926, and assigned to quarters on the third floor of City Hall. It is said that the appropriation, with the exception of \$70, ran out last February, and the lawyers agreed to complete the work without further companyation. without further compensation,

BILL FILED TO DROP CIVIL SERVICE ON MAYOR'S MEN

As a result of the action of the Civil Service Commission in rejecting four of Mayor Curley's appointments to city offices, a bill was flied yesterday with the clerk of the House of Representatives by Representative L. wis R. Sullivan of Boston for a repeal of the law requiring the commission to act upon appointees of the Mayor of Boston. HERALD 2/7/30

CITY SCHOOLS SHORT \$400,000

May Go to Legislature to Raise Funds for Deficit And Raises

DR. LYONS SAYS HE HAS BEEN MISQUOTED

Boston schools are faced with an operating deficit that may exceed \$400,-000, and there is a strong possibility that the Legislature will be asked to provide additional money to take care of the reported deficit and raises in teachers' salaries.

This situation was revealed in official discussions following an address by Dr. Joseph V. Lyons, a member of the school committee, before the Schoolmen's Economic Association Wednesday night. Dr. Lyons, in a statement, explained that portions of his address had been misunderstood.

The amount to take care of the deficit and the pay raises would be in addition to the millions of dollars the school committee will ask for a special building program to catch up with schoolhouse needs; or the millions needed to construct four new high schools in this city.

His statement continues:

"Apparently I was misquoted. I do not want to give the impression that I opposed the survey committee, but

the school committee will outline its needs for additional money to build schools in the residential sections of

CIRCULARS HELD UP

Dr. Lyons, in his address, declared that the teachers were to receive circulars from the committee telling them to hide. Why should I attack the surthat no pay raises would be granted party to the organization of it? Every that the teachers were to receive cirthis year, but that he had held up the mailing of these. The matter will then be re-opened in the school comnittee's meeting, and it was indicated vesterday that the Legislature may be sked for the money to give certain groups of teachers the salary raise hey anticipated.

operating deficit. The school committee has not asked the Legislature for money since 1925 and the deficit is considered normal in that the Boston system is constantly growing and ex-panding. It is believed that the Legiswill grant the request of the committee.

The matter of the special building program is also well known. The nub is whether the committee will ask for is whether the committee will ask for 3 or 10-year building program appropriation. The sum required, which would be in addition to the money now being appropriated through the tax levy for new buildings, is estimated to be \$3.000.000 a year.

High schools in Boston have long been unable to cope with the fast growing high school population. The problem of Boston have taken

ing high school population. The parochial schools of Boston have taken the strain off the elementary chools so that the population in that classifi-

cation is dropping, but a constantly larger number of grammar school grad-uates seek admission to high schools. To handle this situation it is estimated that four new high schools must be built. The money would be obtained by bonding the cost.

Louis K. Rourke, newly appointed superintendent of construction of the

superintendent of construction of the school buildings commission of Boston, which superseded the old Boston schoolhouse commission, had reported to the school committee that he believes he can save \$500,000 in his department this year. This will ease the financial pressure somewhat, but millions of dol-lars are needed.

To bring the city up to its present needs fully \$30,000,000 is necessary for a building program to extend over 10 years. This sum, of course, would be in addition to the sum annually appropriated for the maintenance, alterations and repair of old buildings and the con-struction of new buildings, which roughly amounts to \$3,500,000. While the criticism may be brought against the school committee that there are many vacant seats in Boston schools, it was emphasized yesterday that most of the vacant chairs are in old Boston, the West end, South end, Charlestown and similar places, and in the elementary schools primarily. The special building program will take care of the needs of pupils in Dorchester, West Roxbury, Roxbury and similar residential sections.

Dr. Lyons outlined in his address the main facts in the school committee's plan. In his statement last night he denied he had criticised the survey committee, of which Judge Michael H. Sullivan is chairman, but instead "praised every member of the committee individually for the fine practical." tee individually for the fine unselfish work done by them."

needed to construct four new high schools in this city.

Joseph J. Hurley, chairman of the school committee, filed three blanket bills with the Legislature last month before filing time expired, and in these the school committee will outline its my opposed the survey committee, but merely related in my address that I had opposed their bill because the home rule' section was objectionable to me. I strongly opposed this section of the bill before the Legislature, and my opposition is a matter of record.

my opposition is a matter of record.

"The survey committee came into existence when the school committee was informed that the finance commission intended to investigate rising sthool costs. I emphatically wanted to organize our own investigating body member has given unstintingly of his time and energy and we are eternally

"When the story stated that I urged the teachers to go before the Legislature it is wrong. I told them (the teachers) that, in view of the money that would be asked by the other part The school system has a staggering of the city government, we, the school committee, should not have had 'cold feet' and dropped our plan to ask for

more money.
"Neither did I tell the teachers that I thought they are not receiving 'proper care as regards salaries.' I said that I, as in the past two years, would fight in the next two years to better their in the next two years, would have
in the next two years to better their
living conditions. I intend to stick by
that promise. So far as the inference
that I attacked the school committee
goes, it is so obviously wrong that I
shall not bother to answer it." shall not bother to answer it.

CITY'S PROGRESS **LINKED WITH HEALTH**

Deputy Com. Willinsky Speaks at Beth Israel Hospital

Boston's progress is linked up inti-mately with its health, and there can be no sound economic development which does not think in terms of health which does not think in terms of health conservation, was the advice given yesterday by Charles F. Willinsky, deputy health commissioner of Boston, to a large group attending the first of a series of health lectures being given each week at the Beth Israel Hospital.

Conservation of health and the extension of life through the field of preventive medicine was strongly stressed by the commissioner during his

tressed by the commissioner during his

lecture. He said in part:

In Boston 30 years ago approximately 140 babies out of every thousand born were doomed to die thousand born were doomed to die before one year of age. Today we save more than half that number, our city in 1929 enjoying the lowest infant mortality rate in its his-tory. For many years Boston had one of the lowest typhoid fever death rates in the United States. Thirty years ago in Boston prac-tically 300 out of every 100,000 of

Thirty years ago in Boston practically 300 out of every 100,000 of our population died from tuberculosis annually. In 1929 our rate was 78 per 100,000—the lowest in our history. It would appear that we have much to be arateful for and yet we must still be dissatisfied when 100,000 in the United States die unnecessarily every year. States die unnecessarily every from tuberculosis and when 150,000 children who now die from pre-ventable diseases could be saved by application of knowledge we pos-sess. With all the progress we have made, the United States has one of the highest maternal mortality rates of any civilized country. There is no license for the death of one child from diphtheria.

CURLEY WILL GET PROOF OF LABORS

Recodification Board to Answer Mayor's Threat with Finished Job

Mayor Curley will not be compelled to resort to court action to force the return of \$19,866 collected by John F. Myron, David A. Marshall and Harold J. Field. between July, 1926, and Feb. 1929, for recodifying the statutes relating to the city of Boston.

Tangible proof of the completion of the work is expected to be presented to the mayor within two months. The three attorneys, who agreed last Pebruary, when the appropriation of \$20,000 was exhausted, to complete their work without further compensation, resumed their labors a few days ago and unofficial but authoritative information indicates that about eight weeks will indicates that about eight weeks will elapse before they complete their finished product of consolidated laws.

Whether there has been any progress made since February last has not been accurately determined.

POST 2/1/30

TEACHERS TO FIGHT FOR RAISE

Plan Great Campaign for Increase in Salaries

WOMEN PRESIDENTS OF CLUBS INDIGNANT

Men Instructors Will Carry Battle to Capitol

teachers yesterday expressed their schoolhouse commissioners, as I dld not dissatisfaction, and indignation feel, as a matter of 'home rule,' the State had any right to inte elementary and intermediate clubs of "I feel that if the only r elementary and intermediate clubs of brought about by the survey board had brought about by the schoolhouse

Coupled with this, Dr. Joseph V.

Lyons of the school committee made his position clear in the matter.

his position clear in the matter.

Miss Ann D. Allard, president of the Elementary Teachers' Club of Boston, declared, "I was shocked when I read in the Post that the school committee had voted to grant us no increase, at least for a year. I filed a petition with the school committee last November, asking for an increase from \$2304 to the maximum of \$2500 a year. I was told that the matter would be referred to the apportionment board for an early report. I was greatly encouraged by this. Now I am devastated. Why didn't the school committee advise me of the report of the aptee advise me of the report of the ap-portionment board. All the women teachers were greatly encouraged. We felt it was our turn this time to be granted an increase.

The vomen teachers haven't had an increase since 1926, while the men teachers and all executive groups have received increases within the past year. Why shouldn't the women receive an increase now? I asked the School Committee for permission to go before the Legislature a short time ago on this salary increase and they advised me not to do so.'

Meeting Next Week

Miss Allard declared a meeting was to be held by members of the elementary group next week, called for social purposes, at which time the matter of salary increases would be discussed, in view of the refusal of the school committee. It was learned from other sources last night that the meeting will be jammed with members and will be be jammed with members and will be converted into a big indignation meeting to protest the action of the committee.

Miss Mary McGoldrich, president of the Intermediate Teachers' Club of Boston, declared last night that a conference will be held by members of this club at once, when the question of the refusal of the school committee will be discussed

Members of the Schoolmen's nomic Association, representing the bulk of the men teachers in the city's schools strengthened their forces yes terday preparatory to carrying their fight before the Legislature for a salary increase, irrespective of the action of the school committee.

Making his position in the matter of a salary increase and the survey board clear yesterday, Dr. Joseph V. Lyons of the school committee declared that he was in favor from the beginning of the formation of the survey board.

Supported Survey Board

"When we of the Boston school com-mittee learned that the Finance Com-mission was about to investigate the rising costs of education in Boston, we decided that if any investigating was to be done that we, as representatives of the people of Boston and guardians of their school system, would do our own investigating. own investigating.

"I am afraid there is a misunder-standing when it is stated I rapped the idea of a survey committee of the Bos-Incensed at the refusal of the school committee to grant them a salary increase for at least another year, scores of Boston's school teachers yesterday expressed their right to interfere

teachers to determine what action to been the abolition of the schoolhouse commission, the creation of the board

BILL FILED TO CHANGE TUNNEL ACT

Amendment by Curley Would Allow Building of Bridge

Mayor Curley's bill to amend the East Boston tunnel act so that the Boston Transit Department may build either a bridge or a tunnel from the city proper to East Boston, was filed with the clerk of the House vesterday.

GOES TO RULES BOARD

The measure was filed by Thomas H. Bilodeau, in charge of the legislative work for the city law department, and it will be referred to the committee on rules on the question of suspending the rules to admit the measure for consideration at this session of the legislature, the time for filing new business under the rules having expired on the second Saturday in Janu-

ary.

The bill amends the tunnel act, which said that the city "shall" construct a tunnel, by providing that it "may" construct a bridge or a tunnel, investigation and determination of which is to be by the Boston transit department, subject to the approval of the Mayor. The new act provides also that it shall become effective only after it has been accepted by the Mayor and city. been accepted by the Mayor and city

Location Up to Transit Board

Upon acceptance of the act by the Mayor and city council, the transit board would be authorized to make inboard would be authorized to make in-vestigations, prepare plans and maps and do such other work as is neces-sary. Upon approval of the plans by the Mayor the transit board would do the work of constructing either a bridge or a tunnel.

Location of the terminals of either Location of the terminals of either bridge or tunnel would be left to the transit board under the bill filed yesterday. The amount of money necessary for the work is left in the bill at \$16,000,000, although it is expected that the ultimate cost would be somewhat higher, perhaps as high as \$20,000,000

for by tolls, fixed by the city department of public works, at a rate sufficient to meet the bonds and pay for

Nothing in the bill filed yesterday attempts to fix the height of a bridge, but there is provision that all plans shall be subject to the approval of the State department of public works and the United States navy department.

LOSS OF PAPERS **PUZZLES MAYOR**

No Intention of Retiring 32 Policemen, but Wants Some Facts

MEN NOT ENROLLED IN PENSION SYSTEM

pension papers of the 32 officers were til he reaches the age of 70 years, removed from the mayor's office a day or two prior to the completion of the administration of ex-Mayor Nichols.

An official request to Police Commissioner W.Ison for information about missioner W.Ison papers was mising the 32 pension papers was mising the mayor to declare, late yesterday the mayor to declare, late yesterday afternoon, that no one has the slightest afternoon, that no one has the slightest afternoon, that no one has the slightest authoraty to prejudge his official action ditures at Low Level ditures at Low Level

authoraty to prejudge his official action the recommendation of the police of the former mayor were four years 425 new policemen were added to the department at an increase of approximately \$1,000,000 annually in ordan province of maintaining the department of approximately \$1,000,000 annually in ordan province of the department within reasons for the former mayor one or two days corbett and branch and papers of the former mayor one or two days corbett and Frank B. Howland of his service before the expiration of his service before the expiration of his service before the expiration of his service from the office, the pension papers of the office. Celliot, who resigned and Howland information that I might examine the Joseph T, Zottoli, information that I might examine the Joseph T, Zottoli, indicated the papers and ascertain, if possible, the papers and ascertain, if possible, mayor to retire these men."

Seeks to Keep Department's Expension and Low Level ditures at Low Level dit

PRACTICE FOR YEARS

In amplification of his statement that he has no intention to resort to arbitrary action, the mayor pointed out that for years it has been the practice to recognize that the chief executive to recognize that the chief executive possessed discretionary powers in the matter of pensioning police officers and that there have been a great many instances of officers who have because of satisfactory reasons been permitted to continue in active service after reaching the age of 65 years.

"I am not going to take any unfair advantage of any police officer," said the mayor.

the mayor. The 32 men who are beyond 65 years The 22 men who are beyond 65 years The 22 men who are beyond 65 years retirement system. Police officers so retirement system. Police officers so enrolled remain in the service until they are 70 years old when they are automatically retired. Those who are automatically retired. Those who are retired at 65 years draw pensions equivalent to one half of their annual salaires. When who elected in 1923 to aries. When who elected in 1923 to ion the contributory retirement system have the option, at the age of 70, the first annual salaries of their retirement pay is far below one-half of their annual salaries."

Of the 2418 men who compose the personnel of the police. 332 were appointed prior to the police strike. There are 905 enrolled in the contributory retirement system and 1513 who are not.

OPTIONAL WITH MAYOR

OPTIONAL WITH MAYOR

The law specifies that the police commissioner shall automatically send to the mayor the pension papers of all officers who have reached the age of 65, who are not enrolled in the contributory system. It is optional with the mayor to retire the officers or to allow them to continue in active service.

Mayor Curley has not even intimated that he proposes to sign the pension papers of the 32 officers whose names have been submitted to him. The chances are that some will continue to perform active duty. It is not unusual for the police commissioner to recomfort he police commissioner to recommend disregard of the age limit of 65.

Francis C. McLean gave the Legislative committee on pensions yesterday numerous reasons why it should should

Mayor Curley has no intention of the compelling 32 police officers who have reached the age of 65 years to retire on pensions.

His interest of the moment in the volice department is to learn why the police department is to learn why the police department on papers of the 32 officers were plusion papers of the 32 officers were plusion papers of the mayor's office a day

CODIFYING OF LAWS NEAR END

Report Will Be Made in \$20,000 appropriation was practically

Yet Attorney Field has devoted most

Two Months

Yet Attorney Field has devoted most of his time to clipping from the stats of his time to the city of Boston and arranging them in classified form and arranging them in classified form and arranging them in a single book. All the stats of the city of the stats remained uncompleted in salaries which they received on ap when their task remained uncompleted in salaries which they received on ap when their task remained uncompleted to codify the laws relating to the city, penditure of almost \$20,000, no further pointment by former day appropriation was made available.

The threat of Mayor Curley to institute court proceedings to recover the proceedings to recover by money unless results were produced by money unless results were p

TAGUE MAY GET OTHER BIG JOB

Curley's Plan to Win Post for McLaughlin

If the Civil Service Commission persists in failing to approve the appointment of former Senator Edward F. McLaughlin as fire commissioner, Mayor Curley will relieve Building Commissioner Eugene C. Hultman of his duties as acting fire commissioner and will call upon former Congressman Peter F. Tague to fill that office until

Peter F. Tague to fill that office until such time as the commission sees fit to give the former Senator its sanction, according to reports current at fire headquarters yesterday.

Tague, who was approved by the commission Wednesday as principal assessions with the work of \$5000, would be retained by the Mayor as acting fire comtained by the McLaughlin would be continually returned to the Civil Service continually returned to the Civil Service continually returned to the Civil Service Board until the approval of that body was won. If necessary, it is said, Tague will be retained as acting fire commissioner and principal assessor for the entire four years of the Curley

administration.
At the present time Hultman has been filling the office of building commissioner and continuing to act as fire commissioner since the Civil Service Commission's approval of his appointment last week ment last week.

TWO SECRETARIES OF MAYOR FOR WELFARE BOARD

MAYOR FOR WELFARE BOARD

Two appointments to the Board of Overseers of the Public Welfare were made by Mayor Curley yesterday when he named two of his secretaries to the unsalaried positions. Arthur B. Corbett, 53 Chelmsford st, Dorchester, bett, 53 Chelmsford st, Dorchester, Succeeds Oliver C. Elliot, resigned, and Frank B. Howland, 6 Waverly st, Roxbury, succeeds Joseph T. Zottoli, resigned.

Frank Imhof Company, 164 Dudley st, Roxbury, the lowest bidder in a field of 12, yesterday was awarded the contract for erecting and completing the addition to the Thomas J. Kenny School in Dorchester, Bids were submitted to the Schoolhouse Commission.

1,029,225 Bostonians

A Report-Premature, Perhaps-That 1,018,933 of Them Have NO Pride in the "Fourth City of America"

J. LYONS, Boston," suggests in a letter to the Transcript a method by which, he believes, the Boston of 2,000,000 inhabitants may take its proper place as the Fourth City of America.

"This may be done," we read, "by a brief statute providing that the cities and towns within the Metropolitan Park District hall hereafter be known as Boston. They shall continue to hold the autonomy they now possess . . . save and except such as apply and relate to existing fire, police and health departments."

Interesting and not altogether unlike the proposal which has been urged from time to time by those who have at heart the best interests of the Metropolitan District.

But what engages our interest is the paragraph with which Mr. Lyons begins his communication:

"The suggestion for a Greater Boston shows the same reaction which has followed every like suggestion in the past thirty years. THE NINETY AND NINE OF THE PEOPLE LIVING IN THE CITIES AND TOWNS IN THE METROPOLITAN AREA OUTSIDE OF BOSTON ARE OPPOSED TO ANY UNION OR ANNEXATION, WHETHER BY A BOROUGH SYSTEM OR ANY OTHER PRO-POSED PLAN."

This seems to have the ring of omniscience. There are 39 cities and towns in the "area outside of Boston," with a total population of 1,029,225, and here is a gentleman who knows where 99 out of every 100 of them stand on the subject of a borough plan WHICH HAS YET TO BE REVEALED.

HOW does he know?

SAVES \$900,000

A survey of property values under a unit system, a plan conceived by former Mayor Nichols, and destined to cost Boston \$1,000,000, was "tossed out the window" at city hall by Mayor Curley today.

With it went two college professors and five other special employes who have been working on

the plans for nearly a year.

And in its stead came Mayor Curley's own plan for a similar survey to be conducted by city employes at a cost of \$100,000 or at a saving of \$900,000 to the city.

economics Charles M. Spofford of Technology and Kenneth C. Newhall, \$15-a-da expert, were hired by Mayor Nichols to do the work.

They in turn employed four others in minor capacities. It was estimated that their work would in turn employed four require 21/2 years and they had already been paid a total of about \$10,000.

Mayor Curley conferred with the principal assessors and deputies on the question of continuing or discontinuing their services and reached the opinion that the department itself could apportion property into similar units by using five engineers and draftsmen on

the work. Under the new plan, the survey is expected to take three years or a little longer.

Under the system street-fronting properties are divided into 100-foot lots and apportioned values on a unit basis

The mayor has decided to carry on the work of mapping Boston from the air, which was begun during the Nichols administration.

loyes at a cost of \$100,000—or at a aving of \$900,000 to the city.

Charles H. Bullock, professor of conomics at Harvard; Prof. \$14,000.

OLD HANGAR TO

By GEORGE HAMBLIN

The battle is won!

The Old Boston Airport Corp. hangar is on its way to its happy hunting grounds!

No longer will this menace to safe commercial flying sit out in siddle of the Boston Municipal Airport and laugh at the attempts of everybody to get it removed.

Our slogan "Remove that Hangar," will go down into history for centering the attention of the boys at the airport, the officials in City Hall and the Ames estate trustees on the hangar and the reason why the hangar will be out of there before the first of March.

But, on the other hand, our more or less humorous suggestion that the hangar be made a memorial or those who come after us to see is violently thrown in the dis-card. But, what care we, when the good of all the commercial boys, and the safety of the passengers using the airport is considered. Yep, when it comes down to cases,

our original suggestion to "Remove that hangar" was the better of the two, and we are glad to be of this much service to the flying public of Boston.

Bids were published in the City Record for the removal of the hangar, with the stipulation that the building be completely out of existence, and only a memory when the tenth day after the signing of the contract by the winning bidder rolls around. Ten days are all that are allowed to the successful bidder, but, in a way, we think it is ten days too long.

But, there you are, and the hangar is on its way elsewhere, and no one cares just where.

Those of us who saw the hangar being started, and saw Boston's first commercial air enterprise, had better get over to the airport and make their final pictures of the old relic because its days are numbered.

No more narrow escapes from colliding airplanes, boys; no more busted propellers and dented leading edges of wings, caused by bumping into the hangar when the wind takes the tail of the ship out of your control when your taxing. That's all rapidly fading into memories, along with the other bugaboos that have faced the flyers during the years past.

And a great and grand celebration is in order when the last brick last window frame, and last stick busted propellers and dented leads

last window frame, and last stick of wood is removed from the cen-ter of the Boston municipal air-

CURLEY HALTS NICHOLS PLAN

Changes Installation Tax Values System

Five deputy assessors, with five draftsmen and engineers, have been called upon to install a unit system called upon to install a unit system for the determining of Boston real estate values. Mayor Curley believes the work can be done for about \$100,-000. Under the last administration, Ex-Mayor Nichols contracted with Prof Charles L. Bullock for a system. That contract will be abrogated.

Mayor Curley today said that the Bullock system installation would probably cost \$1,000,000 and take from two and one-half to three years, while

two and one-half to three years, while the system now adopted by Mayor Curley will take three and possibly five years.

The plan calls for the services of two deputy assessors to work on abatements, one on personal property and two others will work with the fire draftsmen and engineers.

draftsmen and engineers.

The Malor instructed the Board of Assessors to go ahead with the plan to make an agrial map of the city. The cost is estimated at \$14,000.

For services on a unit system, Prof Bullock received \$2000, Prof Charles M. Spofford of Technology \$1500 and Kenneth Newhall, for expert services, \$15 a day, a total of \$3510. There were other minor payments amounting in other minor payments amounting in all to about \$10.000 last year.

CENTRE-ST WORK NEAR, SENATOR BACON THINKS

That definite action on the widening and construction of Center st might be looked for in the very near future was promised by President Gaspar G. Bacon of the State Senate last night, when he addressed the first annual banquet of the Holy Name Branch of the L. C. B. A. at Community Hall, Center st, West Roxbury.

Senator Bacon pleaded for the coop eration of Mayor Curley and the City Council, with reference to this important improvement, and stated that Center st today is one of the most dangerous thoroughfares in the entire

State.

The Senator paid a warm tribute to Rev William P. McNamara, chaplain of the L. C. B. A., as well as to the financial and executive ability of the women who organized this association. Other speakers at the banquet included Rev William P. McNamara, pastor of the Holy Name Church; Mrs Alice C Maloney, supreme trustee: Mrs Annie Maloney, supreme trustee; Mrs Annie Maloney, supreme trustee; Mrs Annie Malley of Chelsea, supreme deputy; Mrs Ellen O'Hearn, special deputy, and Mrs Mary V. Canty, president of the Holy Name Branch.

Mrs Mary F. Saunders, chairman of the banquet committee, was toastma

GOODWIN AGAINST **CURLEY PETITION**

Says Aim Public Service as Poor Relief

Elliot E. Goodwin, State Commissloner of Civil Service, said today, he-fore the Rules Committee of the Massachusetts House of Represemative sachusetts House of Representatives, that Civil Service positions are filled on merit and fitness and that the time is coming when the State will have to decide the question of whether the public service is to be used for the relief of destitution.

Mr Goodwin came before the committee to give his views on the petition of Mayor James M. Curley of Boston that preference in temporary municipal employment be given to persons who are heads of families and in accord-ance with the number of their depend-

ents.

H. Murray Pakulski of the City Law bepartment, arguing the admission of the bill, explained that it provides that where an emergency exists it would be possible to suspend the rules, to give preference to heads of families of five or more children. This method, said he, would provide the men with employment and not make them objects of charity. of charity.

Commissioner Goodwin when called, said that the bill would greatly increase his discretion, something that he

crease his discretion, something that he did not want, but that there was a much deeper question involved.

"They are looking more and more to the public service for relief-from destitution," he said. "The time will come when the State will have to decide whether the public service is going to be used for the relief of destitution. That's a very big question. That's a very big question. At the present time we are filling positions on merit and fitness."

merit and fitness."

The commissioner explained that any such proposition a sadvanced would place the public service on a basis of poor relief. The plan has been tried in the laborer service in the past and evidently was considered lacking in merit, because it was abolished, he explained. plained.

The commissioner explained that it as an economic problem, and made it plain that he was expressing only his

TRAVELER 2/7/30 **CONTRACT FOR CITY BOAT TO LAWLEY**

By order of Mayor Curley, a contract as awarded by Police Commissioner was awarded by Police Commissioner Wilson today to the George Lawley Corporation of Neponset for the construction of a police patrol and auxiliary fireboat at a cost of \$184,250.

The policy of the commissioner has been to recognize the lowest bidder, but Mayor Curley declared that the Lawley

been to recognize the lowest bidder, but Mayor Curiey declared that the Lawley Corporation pays taxes in Boston and employs Boston workmen and that the difference of \$4250 between the Lawley old and that of the Crowninshield Company of Fall River justified the showing of preference to the Boston concern. It has been arranged to have a deck gun installed on the new boat, which will be equipped with sufficient hose to make it a valuable adjunct in the fighting of fires along the waterfront.

AMERICAN 2/7/30

CURLEY TO KEEP HULTMAN ON JOB

The report that Assessor Peter F. Tague will be designated as acting fire commissioner was spiked by Mayor Curley today with the definite statement that Building Commissioner Hultman will continue to perform the duties of fire commissioner

fire commissioner.

He remarked that Hultman is "somewhat familiar" with the work of the fire commissioner and that he will continue to perform double service until a permanent commissioner is approved by the civil service commissioner. "I have named Edward F. McLaughlin as fire commissioner," said the mayor.

GOODWIN RAPS **CURLEY 'JOB TO** FATHER' PLA

Civil Service Chief Says Day Is Coming When the State Must Work Destitute

Civil Service Commissioner Elliot H. Goodwin, after asserting today that civil service positions are filled on merit and fitness, declared the time is coming when the state must decide whether or not the public service is to be used for the relief of destitution.

Goodwin's observations made to the House committee on rules. He was called in to give his views on Mayor Curley's petition preference in temporary municipal employment to heads of families in accordance with the number of dependents

H. Murray Pakulski, city law department staff, representing the mayor, in urging the petition, explained that it was intended to give relief to those needing it most

give relief to those needing it most in times of emergency.
"It would substitute employment for charity," he argued.
Goodwin said the bill would greatly increase his discretionary powers, something he did not want. Aside from this, there is a deeper

question involved, he pointed out "They are looking more and more to the public service for relief from destitution," he explained. "The time will come when the state will have to decide whether or not the public service is going to be used for the relief of destituto be used for the relief of destitu-tion. That's a very big question. At present we are filling positions on merit and fitness."

He said that the proposed bill would place the public service on a basis of poor relief.

Wilinsky Urges Warns Civil Services May **Health Education**

There can be no sound economic de velopment which does not think in terms of health conservation, Dr. Charles F wilinsky, director of Beth Israel Hospital and of Child Hygiene Work and Health Units of the City of Boston, said in the first of a series of educational addresses at the hospital yesterday.

Reviewing the advances in preventive medicine Dr. Wilinsky said, "In Bostor thirty years ago approximately 140 babies out of every thousand born were doomed to die before one year of age. Today we save more than half that number, our city in 1929 enjoying the lowest infant mortality rate in its history. For many years Boston had one of the lowest ty-phoid fever death rates in the United States

Thirty years ago in Boston practically 300 out of every 100,000 of our population died from tuberculosis annually. In 1929 our rate was 78 per 100,000 the lowest in our history-an enormous reduction. It would appear that we have much to be grateful for and yet we must still be dissatisfied when 100,000 in the United States die unnecessarily every year from tuberculosis and when 150,000 children who now die from preventable diseases could be saved by application of knowledge we possess. With all the progress we have made, the United States has one of the highest maternal mortality rates of any civilized country. There is no license for the death of one cihld from diphtheria. That is the answer? The intelligent participation of every individual in a program for community health, a real appreciation of health as a community asset, loyal and earnest support of the mayor and health commissioner in his plan for developing adequate public health services on satisfactory standards.

"Much praise and credit is due Mayor Curley for his wholesome support of all that is best in public health and for his generous support for the expenditure of money for the conservation of life. was during his last administration that a survey made by the American Public Health Association resulted in Boston Prof. Bullock's Work Health Association resulted in Boston States because of correlated and intensive effort of the city and private agen-The late Dr. Bigs, one of the greatest sanitarians in history, aptly qualified the possibilities in this field by saying that 'within reasonable limitations, com-munities may determine their own death rate' and that 'public health is purchase-In few words this means that Boston and other communities may obtain the kind of health they are willing to pray for. It is possible to reduce much disease and many deaths in Boston: first, by the promotion of public health knowledge, and secondly, by the acceptance of this information and the carrying out of its advice and suggestions by an intelligent public through the medium of an organized medical profession and clinics developed for those who cannot afford to pay for proper health service. This is a challenge to the intelligence of our community, which no citizen can afford Boston's progress is linked to ignore. up intimately with its health and there can be no sound economic development which does not think in terms of health conservation."

Be Used as Relief Means

"The time is coming when the State will have to decide the question whether the public service is to be used for the relief of destitution," declared chairman Elliott H. Goodwin of the State Civil Service Commission, appearing today before the Rules Committee of the House to give his views on a petition of Mayor James M. Curley of Boston that preference in temporary municipal employment be given to persons who are heads of families and in accordance with the number of their dependents. Mr. Goodwin informed the committee that the positions are now filled according to the merits and fitness of the applicants.

H. Murray Pakulski, a member of the Boston law department, representing the mayor at the hearing, explained that the bill provides that where an emergency exists it would be possible to suspend the rules and give preference to heads of families of five or more children dependent on their support. This method would give these men employment and would not make them objects of charity, he said. The need for legislation, at this time, he continued, is necessary to alleviate the present labor situation.

Commissioner Goodwin said that the bill would greatly increase his discretion, something he did not want, but added that there was a much deeper question involved. "They are looking more and more to the public service for relief from destitution," he said. "The time will destitution," he said. "The time will come when the State will have to decide whether the public service is going to be used for the relief of destitution. a very big question. At the present time we are filling positions upon the merit and fitness.

for City Cancelled

Abrogation of a contract signed by former Mayor Nichols with Professor Charles L. Bullock of Harvard University for the establishment of the unit system of assessing property in Boston, was today directed by Mayor Curley, who ordered the assessing department to employ the necessary engineers and draftsmen to do the work independently.

The estimated cost of the Bullock survey, the mayor learned, was \$1,000,000, it was figured that about three years would be required. Under the new plan, at an expenditure of not more than \$100,000, the work can be accomplished In three to five years.

The mayor acted today after a conference with the assessors at which time he suggested that two deputy assessors be assigned to minor abatements, others be assigned to work in installing the unit system. The mayor also decided to have the contract for an aerial map of the city completed at a cost of \$14,000.

Pass on Airport as Port of Entry

In anticipation of the Boston Airport being designated by the Secretary of Labor as a sort of entry for immigrants and other passengers arriving by airplane from foreign ports, Dr. Carroll Ramus, and other United States Public Health Service officials have been in Service officials have been in conference with the officer in charge of the airport, and have reported the ac-commodations provided for Federal in-spectors to be very satisfactory. A room has been provided for immigrants and another for customs officers and stil another for public health surgeons.

A large number of passengers using the air route from Canada and the shiptc-shore service, inaugurated by several steamship lines, are expected to take advantage of the facilities afforded by the

Boston Airport.

TRAVELER 1/1/30 **CURLEY CANCELS BULLOCK PLAN**

Orders Assessing Dept. to Do Work Instead of Harvard Professor

Mayor Curley today ordered the abrogation of the contract signed by ex-Mayor Nichols with Prof. Charles L. Bullock of Harvard for the establishment of the unit system of assessing property in Boston and instructed the assessing department to employ the necessary engineers and draftsmen to do the work

The estimated cost of the ullock survey was \$1,000,000 and it was figured that about three years would be needed for completion of the work. Under the new plan, which will not entail an expense of more than \$100,000, according to the mayor's office, the same work will be completed in from three to hive years.

The decision to terminate the employment of Prof. Bullock was reached at conference the mayor held this morning with the principal and deputy assessors. The wisdom of continuing the work of installing the unit system for the determination of property values was the only topic of discussion.

Mayor Curley suggested that two deputy assessors be assigned to minor abatements, one to personal abatements and that the other two be delegated to work with five draftsmen and engineers

The mayor also decided to have the contract for an aerial map of the city completed. The cost will be \$14.000.

A Tough Customer



HITS AT CIVIL SERVICE BODY act upon appointees of the Mayor of Boston, such as department heads, commissioners and the like.

Would Repeal Law Affecting Mayor's Choices

As a result of the Civil Service Com-mission's failure to act on certain of Maxon Curley's appointees. Represen-

tative Lewis R. Sullivan, Jr., of Dor-chester, yesterday filed with the clerk of the House a bill calling for repeal of the law requiring the commission to

missioners. The imhof company was the lowest of a dozen bidders, agreeing to perform the work for \$33,000 less than the highest bidder.

CITY HALL NOTES

Mayor Curley last night approved the award of a contract of \$55,000 to the the vacancies without salary. The award of an addition to the best to replace Oliver C. Elliot, superthe erection of an addition to the best to replace Oliver C. Elliot, superthe erection of an addition to the best to replace Oliver C. Elliot, superthe erection of an addition to the best to replace Oliver C. Elliot, superthe erection of an addition to the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the best to replace Oliver C. Elliot, superthe erection of the board of two more members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two members of the board of overseers and appointed two

CITY HALL NOTES

Boston's new police boat, which will be equipped as an auxiliary fireboat, will cost \$184,250, under a contract granted by Police Commissioner Wilson with the Mayor's approval to the George Lawley & Son Corporation of Neponset.

Although the Crowninshield Company of Fall River offered to build the boat for \$4250 less, the contract was given to the local firm to relieve unemployment here and promote home industry.

To encourage the erection of a new foundry in this city, Mayor Curley yesterday approved the award of a contract of \$84,317.50 to the Warren Pipe & Foundry Company to supply cast iron pipe and special castings.

Another large contract approved yesterday by the Mayor was one for \$36.025.21, awarded by Acting Superintendent of Supplies Philip A. Chapman to the Picker X-ray Corporation, to furnish non-inflammable X-ray films to the hospitals and other city institutions.

Salary raises sought by Boston school teachers will not be taken from the savings of the school buildings department, for the new board of commissioners of school buildings announced last night that even though their new system results in a saving of \$500,000 this year, the money will be needed for necessary repairs.

necessary repairs.

This statement was given out early last night by Chairman Richard J. Lane, following a long conference at City Hall with Commissioners Stephen W. Sleeper and Dr. Francis D. Donoghue and Superintendent of Construction Louis K. Rourks.

WON'T RETIRE POLICE OVER 65

Mayor Favors Increasing Retirement Age

Mayor Curley sharply denied last night the report that he was to retire the officers and privates of the Boston police department 65 years of age and over.

On the contrary, the Mayor delegated City Clerk Wilfred J. Doyle, chairman of the Boston Retirement Board, to appear yesterday before the legislative committee on pensions at the State House to record the fact that the Mayor had no objection to the passage of a law to increase from 65 to 70 the retirement age of the members of the old

The rumors that the Mayor planned to pension 32 members of the department who had passed the 65 mark emanated from police headquarters, following a request from the Mayor to Police Commissioner Wilson for a duplicate copy of the list which had mysteriously disappeared from City Hall in the recent change of administration.

COMPANY'S COMING



Lily White

Now, indeed, our Tercentenary program is morally obligated to be a success. All the Boston eating places which have any left-overs reminiscent of the old-time saloons, such as bar, brass rail, floor sawdust, and so on, must purge themselves of these melancholy evidences of former iniquity.

One is reminded of a vaudeville bit which used to be good for a laugh. A barnyard scene. The housewife comes to the kitchen door and calls to her freckle-faced boy: "Johnny, come right in the house and wash you face and hands. Company's coming." Johnny shuffled toward the house, muttering peevishly: "Aw' s'posin' the company don't come. Then what?"

The Boston licensing board is asking the police to furnish a list of eating places which still have any of the old-time saloon furnishings or fittings. When the licensees of such places come before the board next month for renewal of their licenses they will be asked to remove all such pre-Volstead equipment from their premises.

Licensees who fail to obey the board's request will risk revocation of their licenses.

It is understood that the anti-brass rail order is hooked up with the general Tercentenary idea. Chairman David T. Montague of the licensing board does not deny a report that the board desires the final saloon taint removed from the Tercentenary atmosphere.

Out, therefore, go the brass rail, the old-time bar and the sawdust from the floors of such places as still use it. It would be depressing if some Tercentenary visitor—Senator Borah for example—should seat himself at a Boston lunch counter and unexpectedly find his feet resting upon a brass rail which had,

in unregenerate days, supported the nether end of an indulger in strong drink. The effect upon the worthy Senator is too painful to contemplate.

Since prohibition the genuine old bar, brass foot rail and other saloon appurtenances have acquired increasing value as furnishings for the homes of persons inclined that way. Whether the bar and brass rail market will be upset by this board order is a purely economic phase of the situation.

Meanwhile, after we rip out all the old saloon gadgets and become so white we shame the very lilies of the field, let us hope results will flow in the form of terrific Tercentenary throngs.

And let us not forget that a Tercentenary cannot live on atmosphere alone, no matter how refined.

POST 2/8/20 PAYS \$25,000 FOR BEACH SITE

City Gets Filled in Land on Nashua Street

Mayor Curley's offer to pay \$1 to the Commonwealth for some filled-in land on the water side of the widened Nashua street to provide a bathing beach for the children of the West End has been boosted to \$25,000 and he has consented to meet the State's increase in order to speed up the proposed de-

velopment, he announced last night.
In a letter to State Public Works
Commissioner Frank E. Lyman, the
Mayor announced that the city is ready to turn over to the State a check for \$25,000 as well as a deed of 208,000 square feet of land near Commonwealth Pier in exchange for the 83,085 square feet of land at the end of Leverett street, which was transferred recently to the Commonwealth by the Boston & Maine railroad.

The Mayor also agreed to build \$35,000 worth of streets on the State property leading to Commonwealth Pier and in return the State will convey to the city 305,800 square feet of mud flats between City Point and Castle Island,

South Boston, now used as a city park.

The final offer of the Mayor was the result of his conferences with Governor Allen, the Public Works officials and former Representative Martin M. Lomasney, who has been seeking a bathing beach for the children of his district.

The proposed site of the bathing beach as formerly occupied by the Boston
Maine railroad freight sheds and piers, which were torn down following the construction of the new North Station and filled in to form a new harbor line below the Charles River dam.

GLOBE 3/8/30 AM

REAL ESTAT: VAL'IES
Five deputy assessors, wit five
draftsmen and engineers, have beer
called upon to instal a unit system
for the determining of Boston rea
estate values, the cost of which, Mayo,
Curley believes, can be kept down to
\$100,000. \$100,000.

Under the last administration, Mayor Nichols contracted with Prof Charles L. Bullock for a system which, Mayor Curley says, would cost nearly \$1,000,600 and take from two and one-half to hree years, while the system adopted now will take three and possibly five

years.
The plan calls for the service of two leputy assessors to work on abate-nents, one on personal property and wo others to work with the draftsmen and engineers.

STATE AND CITY REALTY DEAL NEAR COMPLETION

The real estate deal between Mayor Curley for Boston and Gov Allen and Frank E. Lyman, Commissioner of Public Works, for the Commonwealth, is about ready for the drawing up of is about ready for the drawing up of final papers by which the city of Boston, in return for a parcel of land in South Boston, some cash and street expenditure, will receive from the State here parcels of land, one in South Boston and the other two in the West End.

Mayor Curley wanted land between Marine Park and Castle Island, containing 305,800 sq ft and two parcels in the vicinity of Nashua and Leverett sts, the later to be developed for park, playground and beach purposes, a project for which Martin M. Lomasney has been an earnest

The city of Boston is prepared to convey to the State city-owned land adjoining 2,000,000 feet of State-owned and at 1st-Street Extension, South Boston, in return for the land between Marine Park and Castle Island.

In addition, Boston will pay to the State \$25,000 and agree to expend not

in excess of \$35,000 for the construc-tion of streets now laid out on land owned by the State in the vicinity of Summer st.

CURLEY APPROVES X-RAY FILM CONTRACT

Mayor Curley yesterday approved a contract to furnish X-ray films to in stitutions. The contract for \$36,025.2 went to the Picker X-Ray Company.

GLOBE 2/8/30 HM SCHOOL ECONOMIES WILL BE ABSORBED

Supt Rourke Tells Improvement Program

Modernizing Sanitary Work Will Cost \$400,000

Supt of Construction Louis K. Rourke predicted there could be a saving of \$500,000 this year in construction of schoolhouses and maintenance of existing schools.

The Commission on School Buildings yesterday announced there are out-standing needs in which the estimated \$500,600 saving can be absorbed. Modernizing sanitary conditions alone will take \$400,000.

A meeting of the Commission on School Buildings, consisting of Chair-man Richard J. Lane, Dr Francis D. Ponoghue and Stephen W. Siegper was hold yesterday and Supt Rourke was

At the close of the meeting Chairman Lane gave out the following state-

"There has appeared in the newspapers of the city a statement that there would be a big saving in the department of school buildings due to economies that are being instituted by the superintendent superintendent of construction. The statement has been made that this sum will approximate \$500,000.

sum will approximate \$500,000.

"The Board of Commissioners of School Buildings feels that no erroneous impression should be created in anybody's mind in regard to this matter, and that we should state that while we expect to have substantial economies in running this department, we cannot say definitely at this time what money we will be able to eave what money we will be able to save, although we do believe that we will be able to make a substantial saving

"But the point that we wish to bring out is that if we are able by economies practiced to save a considerable sum of money, yet there are outstanding needs in which this saving can be ab-

"For instance, to modernize the sanitary conditions in many of the schools of this city will require an exschools of this city will require an expenditure of approximately \$400,000. This, of course, is of importance to the health and well-being of the children of this city, and we want it understood that if we can save a large sum of money through new methods of running the department, we have such needs as the above to take care of."

USE FIREBOAT WHILE AWAITING POLICE CRAFT It is announced that one of the city's

It is announced that one of the city's fireboats will be used as a police patrol boat to take the place of the Guardian until the new police boat is built. A saving of \$10,000 would be effected by this scheme, Mayor Curley says.

The contract to build the new boat, which will be equipped with deck guns and apparatus for fighting fire, was awarded yesterday to George Lawley & Sons Corporation. The Mayor said the bid of \$184,250 was not the lowest, but that the concern would help Boston men during unemployment.

AWARDS CONTRACT FOR CAST IRON PIPE

A contract involving \$84,317 for furnishing cast iron pipe and castings to the water service was awarded by Mayor Curley yesterday to the Warren Pipe & Foundry Company, despite the fact that the award necessitated ignoring the lowest bidders. A guarantee from officials that they will establish a branch plant within the limits of Boston encouraged the mayor to give the concern preference.

Another contract approved by the mayor was for the furnishing of X-ray film to various municipal institutions. The award went to the Picker Corporation at a price of \$36,025.

GREATER BOSTON TO BE SUBJECT OF DEBATE

"Should Mayor Curley's Greater Boston Project Be Abolished?" is the subject of a debate which will be held tomorrow evening at the Common Cause forum in Franklin Union hall, Edward A. Connelly of Dorchester, John Wright of Hyde Park, Edward A. Hogan of Needham and Francis J. Bertsch of

West Roxbury, prize debaters of Boston College, will present the views.

In addition, Arthur B. Corbett, secretary to Mayor Curley, will present the need and the practicability of a unified Greater Boston, while representatives of mayors of 10 metropolitan area cities have been invited to relate their viewpoints.

LOSS OF \$434,770 BY FIRES SHOWS BIG GAIN

The estimated fire loss in Boston in January was \$434,770, about \$22,000 higher than in the corresponding month of 1929, when the number of alarms was 197 more than last month.

was 197 more than last month.
Acting Fire Commissioner Hultman
reported yesterday that of the 699
alarms in January, 249 were bell, while
of the 796 alarms in the same month,
1929, 412 were bell alarms.
The actual loss for the month in 1929

was \$412,920.

GOODWIN OPPOSES CURLEY'S RELIEF BILL

State Official Fears That City Service Will Be Used to Aid Poor

Elliot H. Goodwin, state civil service commissioner, yesterday told the House committee on rules that the time is coming when the state will have to decide the question of whether the public service is to be used for the relief of destitution or for the efficient conduct of its business.

He was giving his views, by request of the committee, on the petition of Mayor Curley which asks that prefer-

Mayor Curley which asks that preference in temporary municipal employment be given persons who are heads of families and in accordance with the number of their dependents.

The bill was urged by H. Murray Pakulski of the city's law department, who pointed out that the suggested method would give employment to needy men without making them objects of charity. Mr. Goodwin expressed the fear that such legislation would tend to place the public service as a means of providing relief for the poor.

WAY CLEARED FOR PARK IN WEST END

City and State Agree to Interchange of Land

Gov. Allen, Mayor Curley and the state department of public works agreed yesterday to an interchange of land which will allow the consumation of plans to create a new municipal park in the West end. The project entail widening of Charles street, between Charles street, between widening of Cambridge and Leverett streets, and improvement of the Charles river basin.

The city will pay the state \$25,000 and will acquire three parcels and give away one. Mayor Curley has agreed to spend not more than \$35,000 for the construction of streets already laid out in land owned by the commonwealth in the vicinity of Summer street, South

In return for 208,000 feet of land at First street extension, owned by the city, the state will give to the city a tract of 305,800 feet between Marine Park and Castle island. The first parcel adjoins the state-owned land at First street extension. street extension.

The state will give to the city two parcels adjoining Brighton street and fronting on the Charles river. The combined area makes almost two acres.

The park department will construct a salt water swimming pool, 100 by 400 feet, as the centre of a park and play-ground. This is the project in which ground. This is the project in which Martin M. Lomasney has been interested for years.

The ingovement of the Charles river basin from Cambridge street in a west-erly direction and the municipal development east of Cambridge street will insure an unbroken stretch of parkway which may eventually embrace land between Nashua street extension and the river.

Aid Home Industries

Police Commissioner Wilson has awarded the contract for construction of a new police patrol boat to the George Lawley Corporation of Neponset. The Lawley bid was \$4250 higher than the lowest offer but Mayor Curley employed phasized in a conversation with the commissioner yesterday that the Lawley concern pays taxes in Boston and employs Boston residents. while a Fall River shipbuilding company, which was the lowest bidder, has to such effective argument for consideration.

The new boat will be equipped as an auxiliary fireboat. During the period of construction engine 31, the small fireboat, stationed at North End park, will be used as a police patrol boat.

THE NEGRO VOTE

To the Editor of The Herald:

Your correspondent, W. E. Mullins, writing relative to the appointment of two negroes in the law department of the city, observes that "In recent years there has been a definite trend of the race (at least in this vicinity) toward the Democratic party. It has been admitted that Curley, Walsh and Smith have had support from these quarters in their fights in Massachusetts and these two appointments can do nothing but grip it all the more closely to the party." This "definite trend" is going on among the colored electorate with all the force of a tidal wave, sweeping away all attachment to the G. O. P. so characteristic of the race a few years ago. The mayor of Boston was in office 25 days when he honored his supporters among the colored electorate by appointing two of their number to offices, one of which had never before been held by a representative of the race.

New Richmonds are in the political field among the colored electorate who know not and care less for the the city, observes that "In recent years New Richmonds are in the political field among the colored electorate who know not and care less for the political Pharoahs of old. Since Massachusetts is now in the doubtful column they realize that their political value has been enhanced thereby and they are usurping every opportunity to raise their group in the political world. These recent appointments will give added impetus to the movement already launched and financed for the fall cambaign, when state and national officials paign, when state and national officials are to be elected.

J. SOLOMON GAINES.

Boston, Feb. 5.

TO TAKE OVER WORK OF UNIT SYSTEM

At an estimated saving of \$900,000 the assessing department will take over the work undertaken by Prof. Charles L. Bullock of Harvard, last year, to establish the unit system of determining property values in Boston. The Bullock contract will be terminated. To date he has been paid \$2000. His assistant, Prof. Charles M. Spofford of Tech, has drawn \$1500 and Kenneth C. Newhall, an expert, has received Newhall, an expert, has received \$3510.

LAWLEY CONCERN GETS

Two deputy assessors with a force of draftsman and engineers will be assigned to do the work. Three years, at least, will be required, and the cost will not be in excess of \$100,000.

AMERICAN 2/8/30

"Purely Local"

DOES Washington So Regard the Tercentenary of the Bay Colony?

WHEN it was suggested that the Federal Government issue memorial half-dollars, in honor of the tercentenary of the Bay Colony, the Secretary of the Treasury is said to have objected that the events we are to commemorate are of "local and not National interest"!

A similar attitude on the part of officials of the Postoffice Department has led Congressman John W. McCormack to introduce a bill providing for the issuance of a Tercentenary stamp.

Why he felt compelled to bring the matter to the attention of the House is best explained in Mr. McCormack's words:

"Several months ago I called this matter to the attention of the Postmaster-General, in the form of a communication. Since that time I have talked with him on several occasions and the results have not been satisfactory.

"Under existing laws, the Postoffice Department has the power to issue a special stamp without recourse to legislation, but it is apparently the policy of the Department to issue as few as possible, and only when the event celebrated is a matter of major importance.

"There is no more important event in history, not only of the United States but of the entire Western Hemisphere. Our present institutions of Government received their birth in the Colony. The origin of our history and our progress, as colonies and as Nation, began with the settlement and experiences of the Massachusetts Bay Colony."

We judge from this that the third assistant postmastergeneral has changed his mind since the first week of December, when he encouraged a delegation led by Senator Gillett, and including Representatives Stobbs, Gifford and Rogers, to believe that the request for a stamp would be acted upon favorably.

The situation seems to call for missionary work. Stamp and half-dollar are necessary if our four months' celebration is to have the widest publicity.

Perhaps Mr. John Richardson, nearest to the President of Mr. Hoover's Massachusetts friends, will say the helpful word.

But IS it possible that men of high position in the Government regard as "purely local" a commemoration of the beginning of constitutional government in America?

TRANSCRIPT 2/8/30

SHALL BOSTON BE TAKEN "FOR A RIDE?"

To the Editor of the Transcript:

The officials at City Hall tell us that there will be an increase of two dollars in taxes this year. That will make the rate somewhat more than thirty collars on a thousand. Experts in municipal finance say that the danger point has arrived when taxes reach twenty-five dollars a thousand. Therefore we are now in the danger zone. It is far too early in the financial year to admit that the danger line shall be further extended. That unfortunately seems to be the tendency.

If the legislature removes the tax limit for Boston, if it allows millions to be borrowed outside of the debt limit as fixed for all cities and towns, then the increase will be far more than two dollars, then we will be on the way to a forty dollar rate. The result will be financial, commercial and industrial depression, and perhaps disaster, the sufferers being both labor and capital.

Yesterday the chairman of the Finance Commission said to the legislative committee on municipal finance, "personally, I do not see any reason for a tax limit for Boston when there is none on any other city or town." With as little reason he might have said that about his Commission. The tax limit for Boston and the Finance Commission for Boston have both saved millions of dollars of the people's money. Repeal either and millions will be lost to them. During the past eight years the Finance Commission rightly has resisted, not only its own abolition, but all attempts to repeal or greatly increase Boston tax rate, thereby saving millions. Why the sudden change now as indicated by the chairman?

A reckless and audacious administration put Chicago on the "spot." Shall Boston also be "taken for a ride"?

At this early date, and before this year's money is expended, a real attempt should be made to prevent an increase of taxes this year. Not by reducing wages, not by discharging employees, not by stopping necessary public works, but by the elimination of inefficiency, waste and extravagance, which would more than offset necessary increased expenditure, and which enriches none but so often impoverishes our cities and towns.

J. F. Powers

Boston, Feb. 6.

NOT AN ISLAND-BRIDGE; A TUNNEL

[From the Lowell Courier-Citizen]

Whether a proposed five-acre island in the Charles River Basin will not prove an artistic disappointment may well be questioned. Such beauty as that broad estuary, now a fresh-water lake, actually has is due to its breadth. The embankment on either side is per se unlovely. What gives charm to the basin is the sweep of wind and wave over its expanse, and the reflections in the water when this is calm. The least sightly part of the basin is that between the East Cambridge viaduct and the Cambridge bridge, an enclosed puddle. The Harvard bridge, being so low as hardly to be visible from Charles River Square, does not greatly injure the impression of a magnificent lake, adjacent to a metropolitan city. Replace, however, the present Harvard bridge with a lofty memorial structure to connect the shores with a sizable central island and you chop the central area of the basin with perhaps little compensating esthetic advantage. Whatever may be done by the Legislature after consideration of the report of a special recess committee on sultable war morials, it will remain true that the ideal replacement of Harvard bridge would be a vehicular tunnel,

Too Heavy a Penalty

of one theatrical season. Since the owner as openly and clearly as possible. or manager may never have agreed to run the play for more than two or three weeks at the most, and may have next on his calendar a production of Hamlet, It is difficult to see either why the theater should be so heavily penalized, or why William Shakspeare should share in the penalty

To be sure, it may be said that Boston's officials have, as a rule, themselves recognized the injustice implied in such a result. The clerk who attends first-night performances usually makes a statement of any features which seem to him undesirable, with fair-even though perhaps tacit-warning that unless these features are removed or corrected, a complete suspension of license will follow. This, in itself, is a reasonable process, especially as applied to musical comedies. But as Boston has recently learned, it is not always invoked. If the mayor of Boston has seen a play in New York, and has disapproved of it, he can serve summary notice that even one night's performance in Boston will result in cloture for all the rest of the season.

This penalty is obviously so heavy that no theater can or should be expected to risk it, so that it becomes a foregone conclusion that after the mayor of Boston has seen and disapproved a play in New York, no Bostonian can ever see it in Boston. One may confess that since the law, as amended a few years ago, requires that either the police commissioner or the chief justice of the municipal court must side with the mayor, it is not altogether clear why the mayor's power alone is sufficient. Nevertheless, it stood sufficient last summer. Any Bostonians, besides the mayor, who desired even one night's opportunity to see the play in question, had to journey to Quincy. In that city the public at large was given an opportunity to see and judge the play in actual performance, and as a result of the first night's production, the piece was allowed to continue, with the full acclaim of many respected and very ethical leaders in the community.

Now, we do not at this moment contend that the play should have been allowed a Boston run, but we do say that it should have been permitted one judgment, without risk of any such ruinous penalty as the law now provides. That penalty should be reduced, as House No. 603 would reduce it, to the tained in so important an office,' you reterm of the pre-scheduled run only. of the Civil Service Commission." Moreover, unless anyone can produce

weighty arguments to the contrary, we approve the other change provided by A clearly fair and just purpose runs this bill, namely, that a majority among through the bill for a revision of Boston's the three competent officials named shall theater licensing law filed by Representa- use their power to suspend a license tive Eliot Wadsworth at the request of only "after public hearing and for due Professor Zechariah Chafee, Jr. The cause assigned in writing." There may public will recall that as matters now be plays of which Quincy can stand the stand, a single performance of a play dis- shock, whereas Boston cannot. But if approved by the mayor may result in a this is so, it seems quite proper that the theater's losing its license for the whole reasons for this contrast should be stated

New West End Park by Land Exchange

An exchange of land between the city and the Commonwealth, which has been agreed upon, will permit the park depart ment to create a small park in the West End, close to the Charles River dam.

The city will pay the State \$25,000 and will acquire three parcels and give away one. Mayor Curley has agreed to spend not more than \$35,000 for the construction of streets already laid out in land owned by the Commonwealth in the vicinity of Summer street, South Boston.

In return for 208,000 feet of land at First street extension, owned by the city the State will give to the city a tract of 305,800 feet between Marine Park and Castle Island. The first parcel adjoins the State-owned land at First street ex tension.

The State will give to the city two par cels adjoining Brighton street and front ing on the Charles River. The combined area makes almost two acres.

The park department will construct a salt water swimming pool, 100 by 400 feet, as the center of a park and play-This is the project in which Martin M. Lomasney has been interested

Asks Allen for Reasons for Rejecting Curley Men

In a letter sent today to Governor Senator Joseph J. Mulhern of Dorchester states that the people of Boston are "plainly surprised and perplexed" that the Civil Service Commmission rejected or failed to certify" four of Mayor Curley's amointments, and asserts that it "seems clear" the governor "should take action immediately to make known to the people of the city the reasons of the Civil Service Commission in failing to approve these men.

The Mulhern letter further states that 'not only are one or two of these men ably fitted to peform the duties of the respective positions, but all four of them, in the opinion o fthe general public and the press of the city, have the qualifications to give creditable public service.'

The letter asserts that "in the face of stern, proper opposition and in dis-regard of the report filed by the special civil service legislative commission which night's production here for fair public found that there was 'a profound attimissioner not in keeping with the stand-ards which the people of the Commonwealth have a right to expect to be main-

Will Debate "Greater Boston"

"Should Mayor Curley's Greater Boston Project Be Adopted?" is to be the subject of a debate followed by discussion Sunday night at the Common Causs Forum in Franklin Union Hall, corner

Berkeley and Appleton streets.

Edward A. Connelly, Edward A. Hogan, Francis T. Bertsch and John J. Wright, prize debaters of Boston College, will present varying views of the subject.
Arthur B. Corbett, secretary to Mayor

Curley, will be present to argue the desirability of a Greater Boston. Joseph F. Mulligan will preside.

HERALD 2/9/30 PARAMINO'S ART IS APPROVED BY BOARD

Approval by the Boston art commis-sion of the design of John F. Paramino commemorating memorial founding of Boston has given Mayor Curley authority to ask the city council to appropriate \$45,000 for the work. It is planned to have it unveiled and dedicated on Boston day, Sept. 17.

The mayor will also send to the city

council tomorrow an order for \$40,000 for the equipping of the playground in Webster avenue, North end. In 1925 he made \$200,000 available for the establishment of this park but the entire sum was used for land takings. GROBE, 2/8/30 PM

ONE-WAY RULE ON PART OF WASHINGTON ST LIFTED

Temporary Order Affecting Union and State Sts Also Has Been Suspended

The temporary one-way rule that has been in effect for the past several months, on the part of Washing-ton st between Haymarket sq and Adams sq, has been suspended by a vote of the Traffic Commission, as announced today. The temporary rule affecting Union st, State st and ad-jacent territory has also been sus-

Accordingly Union st and that part of Washington st designated will again become two-way streets and for the first time since the completion of the widening of Exchange st, operators of vehicles will have opportunity to make a turn from Exchange st into Washington st, porth-hound ington st, north-bound.

Other changes incidental to this sec-

tion include:
Vehicles proceeding south-bound on Washington st from Haymarket sq will proceed to the right of the subway in Adams sq instead of to the left

as at present.

The parking restrictions on Friend st, Elm st and Hanover st have been

removed.

Parking will be allowed on the west side of Union st. This follows with the return of Union st to a two-way street as parking was automatically pro-hibited when Union st was one way.

In addition to these changes the rule allowing parking of vehicles for one hour on the west side of Washington st, from Haymarket sq to Brattle st, is suspened.

Washington st will again be a noparking street on both sides from Hay-

market sq to Adams sq.

The left turn from Congress st into State st, west bound, will be allowed. Vehicles may proceed southbound on Congress st and wsetbound on State.

st to Washington and Scollay sq.
The commission also announces that parking of vehicles will be permitted in Ashburton pl, north side, without time limit after 6:30 p m.

AMERICAN 2/8/30

Senator Calls Governor's Attention to the Fact That Goodwin Is His Choice

Complaint of the Civil Service Complaint of the Civil Service Commission's rejection of four major appointees of Mayor Curley this week was made today by State Senator Joseph J. Mulhern of Boston in a letter to Governor Allen.

According to Mulhern, the people of Boston are surprised and person

of Boston are surprised and per-plexed and "it seems clear that you should take action immediately to make known to the people of this city the reasons" why the commis-

sion failed to approve these men.

Mulhern reminds the governor that Chairman Elliot H. Goodwin of the Civil Service Commission, whom he has repeatedly attacked in the past, is no longer a holdover from a previous administration, but now an Allen appointee.

ADVERTISER 2/9/30

MAYOR ORDERS CUT IN BRIDGE COSTS

Mayor Curley yesterday ordered John E. Carty, division engineer of the bridge and ferry division of the public works department, to reduce the cost of bridge decking at least

40 per cent during the year.

The mayor believes this can be done by the installation of corrugated steel plates wherever possible on bridge decking that is subject to heavy traffic, on such bridges as Northern ave., Summer st., Boyls-ton st. and such other places.

CITY TO OBSERVE TWO HOLIDAYS

Boston's official observance the two patriotic holidays of February will take the form of joint Washington-Lincoln memorial exercises next Sunday evening in

Symphony Hall.

Mayor Curley will preside at the exercises, which will be featured by a chorus of 400 public school children, reading of extracts from children, reading of extracts from the writings and speeches of the two Presidents, also portrayals of 'The Spirit of the 1630 Puritans," 'The Spirit of 1776," 'The Boys of '61" and the World War period, concluding with the Pledge of Allegiance by the audience.

ADVERTISER 2/9/30

Federation of Municipalities in Metropolitan Area is Formed

With its expressed purpose the relieving of cities and towns within the metropolitan area of "the unfair alsessments with which unfair assessments with which they have been burdened," the Federation of Municipalities Within the Meropolitan Area was formed vesterday. formed yesterday.

Representatives of 17 Greater Boston cities and towns were present at the meeting in Cambridge city hall, convened on the invitation of Mayor Richard M. Russell

of Cambridge.

It is aimed ultimately, however, to have in the membership of the new organization the governing powers of all 38 communities in the metropolitan area.

The following officers were named: Mayor Murphy, Somerville, president; Selectman Dr. Howard K. Glidden, Swampscott, secretary, and Mayor Larkin, Med-

ford, treasurer.

The following executive committee was chosen: Mayor Russell of Cambridge, chairman; Selectman Cambridge, chairman; Selectman Keneth D. Johns, Milton; Select-nian Theodore A. Custance, Lexman Theodore A. Custance, Lexington; Selectman Theodore G. Brener, Brookline; Mayor John T. Manning, Lynn; Mayor Thomas McGrath, Quincy, and Mayor Michael C. O'Neill, Everett.

Mayor Murphy said the body should meet weekly. Mayor Russell offered the use of the Cambridge City Council rooms for this purpose. The regular meeting date

purpose. The regular meeting date was scheduled for each Saturday

afternoon.

Mayor McGrath of Quincy cited the recently constructed Cottage Farm Bridge as an instance of un-fair assessment. The cost, he said,

was being borne chiefly by Boston and Cambridge.
"This," he declared, "is unfair.
Every city and town in the state could well pay a small assessment for such projects and sessment for such projects and thus relieve the communities in the immediate vicinity."

He urged all members of the fed-eration to go to the State House Thursday to attend a hearing on

taxation.

Mayor Larkin then made a mo-Mayor Larkin then made a motion, which was carried, that the executive committee be delegated to go to the State House and investigate all the bills now pending which affect the Metropolitan district, and oppose those which they think unfavorable to the area.

MAYOR URGES MEMORIAL AT OLD BEACON STREET SPRING MAYOR CURLEY will send to

the City Council tomorrow an order calling for an appropriation of \$45,000 to be expended under direction of the Park Commission for the erection of a founders' memorial on Beacon st., opposite Spruce st., to mark the location of the first spring of good water discovered and used by William Blaxtor and the founders of Boston in

his communication to the

council the mayor says:
"The city of Boston is extremely fortunate in the opportunity that is presented through the vi-sion and sacrifice of the commission on the marking of his-torical sites, in that it will be possible to observe, even though in a small way, the founding of Boston.

"This commission, in conjunction with a former member of the Park Commission and a pupil of the sculptor, Saint Gaudens, have submitted sketches for a suitable memorial to commem-

NEW HUB TRAFFIC RULES IN EFFECT

Washington Street, Between Adams Sq. and Haymarket Sq., Again Two-Way

Washington st., between Adams sq. and Haymarket sq., returns to its own today by vote of the traffic commission.

Once again it becomes a twoway thoroughfare. During the construction of Exchange st., one-way traffic was enforced. Although two-way traffic will now be in froce, no parking wil be allowed on either side. Although

Other regulations put into effect by the commission yesterday are: two-way traffic, with parking on the west side; Exchange st., north-bound, turn allowed into Washington st., Friend, Elm and Hanover sts., parking restrictions removed; Congress st., westbound, turn al-Congress st., westbound, turn allowed into State st.; Congress st., southbound traffic and State st., southbound traffic and State st., westbound traffic, allowed to Washington st. and Scollay sq.; Washington st., southbound traffic from Haymarket sq. will proceed to right of subway in Adams sq., instead of to left.

Parking will be allowed on Ashburton pl., northside, without time limit, after 6:30 p. m.

limit, after 6:30 p. m.

orate the tercentenary of the founding of Boston.

"The memorial in question has received the approval of the art commission, and that it may be completed in time for unveiling and dedication upon Boston Day, September 17 of the present year, I respectfully recommend to your honorable body the adop-tion of the order."

CIVIL BOARD VETO PUT UP TO ALLEN

Mulhern Demands Light on Rejection of Four Curley Appointees

A letter to Governor Allen from Senator Joseph J. Mulhern asking that action be taken at once to acquaint the people of Boston with the reasons of the Civil Service Commission for turning down four appointments of Mayor Curley, did not come to the attention of the chief executive yesterday.

Governor Allen did not visit the State House and the communication awaits his action tomorrow.

Senator Mulhern, referring to the names of Joseph A. Conry, Edward F. McLaughlin, Joseph A. Rourke and James E. Maguire, submitted by the mayor for appointment to important posts, says in his letter:

"Not only are one or two of these men ably fitted to perform the duties of their respective positions, but all four of them. in the opinion of the public and the press of this city, have qualifications to give creditable

The people of Boston, The people of Boston, who have had the services of these men in the past, are plainly surprised and perplexed at what has taken place. It seems clear that you should take action in the mediately to make known to the people of this city the reasons of the Civil Service Commission for failing to approve these men."

POST 2/9/30

TAMMANY CLUB POW WOW FEB. 21

Will Celebrate Victory of Mayor Curley

Members of the Ward Eight Tammany Club of Roxbury, announced yesterday that plans for their 29th anheld this year at the Elks Hotel on held this 21, the night before Washington's Birthday.

Birthday.

This year's affair is expected to be the greatest in the history of the organization, in view of the fact that it will take the form of a victory celebration in honor of the founder and honorary president of the club Mayor tion in monor of the founder and non-orary president of the club, Mayor Curley.

This is the one function of the year

that the Mayor never fails to attend, to greet his old political friends who have backed him in all his political

In addition to Mayor Curley, it is expected that many other city and State officials will put in appearance in the course of the evening.

In the course of the evening.

The programme calls for a concert between the hours of 8 and 9 o'clock. At 9, the Mayor will lead the grand march. Modern and old-time dances will follow during the balance of the evening, to be varied by entertainment from the theatres. from the theatres.

The arrangements for the affair are in charge of Daniel J. Gillen, assistant district attorney of Suffolk County.

RAPS NICHOLS ONPLAYGROUND

\$200,000 Spent, Nothing Done, Says Curley

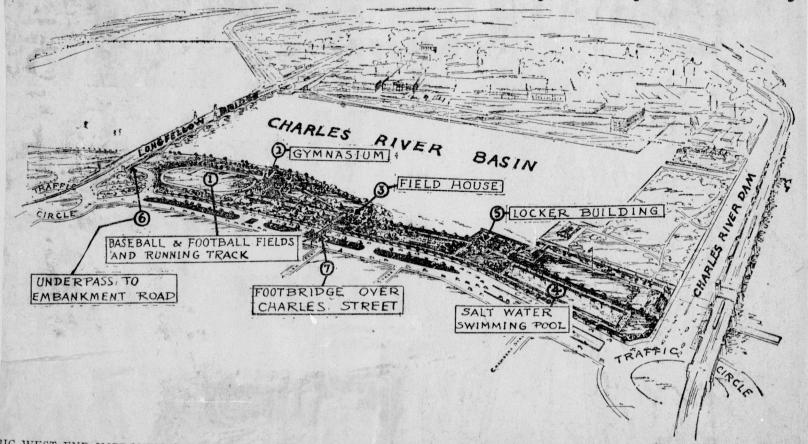
Chiding the Nichols' administration for spending the \$200,000 which he made available for the creation of a playground in the North End, and then abandoning the project, Mayor Curley announced last night that he will request the City Council at its meeting tomorrow to approve a loan order of \$40,000 to complete the Webster avenue

\$40,000 to complete the Webster avenue playground, off Hanover street.

This action by the Mayor is believed by observers to mark the end of the plan for the \$16,000,000 East Boston traffic tunnel approved by former Mayor Nichols just a few days before he left office, for the selected route passed through the proposed playground.

At the suggestion of State Public Works Commissioner Everett E. Stone, the Mayor is now considering the possibility of building a bridge to East Roston, and has asked the Legislature for authority to build either a bridge or a tunnel, depending on War Department requirements, which would determine the relative costs of the proposed connections between Noddle Island and the mainland.

Development of Charlesbank at Cost of \$1,475,000 Announced by Mayor Curley



BIG WEST END IMPROVEMENT ORDERED BY MAYOR CURLEY, WITH WIDENED CHARLES STREET AND NEW PARK SYSTEM Sketch shows how Charles street would be widened to a width of 120 feet, with a planted reservation in the centre, from the Longfellow to the Charles River dam bridge, and with a traffic underpass under the second arch of the Longfellow bridge to connect with embankment road, forming a traffic circle to relieve traffic congestion at Charles and Cambridge streets. To make up for the park land to be taken in the Charles street widening, the river will be filled in for the expansion of the Charlesbank gym. An elevated bridge for pedestrians will cross the widened artery, conecting the new park with Allen street. At the left are shown the proposed baseball, football and athletic fields, and at the right the proposed salt-water swimming pool between Charles street and the lock in the dam, opposite the end of Chambers street. The proposed improvements will cost about \$1,475,000, and will be started without delay.

POST 2/9/30

Completion of plans for the development of the Charlesbank at a cost of \$1,475,000, including the widenng of Charles street between Longfellow and the Charles River dam bridge, the construction of traffic circles on the Boston side of the two bridges and the expansion of the Charlesbank gymnasium and playground, through the introduction of a salt water swimming pool and other recreational facilities, was announced last night by Mayor Curley.

Charles street will be made 120 feet, while with a planted reservation in the centre similar to Commonwealth avenue. The land needed for the widening will be stripped from the Charlesbank playground, so that the expensive purchase of private property will be avoided. will be avoided.

will be avoided.

The children of the downtown city will not suffer by the taking of some of the park property, because the loss of a strip 60 feet wide will be made up generously by filling in the river by means of hydraulic dredging to add a strip 40 feet wide to the park from by means of hydraulic dredging to add a strip 240 feet wide to the park from Longfellow bridge to Poplar street. The filling in of the Boston bank of the river will be conducted by the State using the contribution of \$1,000,000 made by Mrs. James J. Storrow and other monies appropriated by the Legislature.

The construction of traffic circles to relieve congestion on Charles street at the ends of the two bridges will require the taking of property at the lower ends of Cambridge and Lever-ett streets. For the circles will be ett streets. For the circles will be 240 feet in diameter, cutting the four corner properties.

corner properties.

To relieve further the congestion of traffic at Charles and Cambridge streets, Embankment road will be passed under the second arch of the Longfellow bridge to join Charles street near the county jail. This undernass will be 40 feet wide. derpass will be 40 feet wide.

The traffic circle at the end of Lev-erett street will be used to facilitate the movement of traffic between the widened Nashua street from the North station and the Northern artery passing over the dam.

Charlesbank park will be developed into the best playground in the country, according to the plans prepared by Chairman William P. Long of the Park Commission. A baseball dia-mond, football field and running track will be laid out about opposite the jail, and a salt water swimming pool 400 feet long and 100 feet wide, with adoption of from three to seven feet will be placed at the other end of the park near the dam. Water for the pool will be pumped from a point 40 feet below the dam to provide good, clean, salty baths for the children. For the safety of pedestrians an elevated bridge will be constructed over

vated bridge will be constructed over the widened Charies street between the end of Allen street and the new playground.

SHAKES UP CITY RULES ON TRAFFIC

Sullivan Reverts to Old Regulations Downtown

The Union and Washington streets one-way traffic system between Haymarket and Adams squares, instituted by former Traffic Commissioner William A. Fisher and claimed to have Ashburton place. been the solution of the traffic prob-Iem in that section, was swept aside yesterday as the first act of Acting Commissioner Thomas F. Sullivan, who took over the reins of traffic control several days ago.

PREDICTED BY FISHER

Today both Union and Washington streets in that section will again be two-way streets, with a number of other regulations altered to meet the new conditions. Before he left office last week, Commissioner Fisher predicted that the first move of his successors would be to revert back to the old system in that section and predicted a storm of protest from automobilists. storm of protest from automobilists and trucking firms if the two-way sys-tem were re-established.

While the change was a temporary one for 90 days, to see how it would work out, it was continued at the end of that period until yesterday. of that period until yesterday. It had been the admitted intention of Fisher to make the change permanent. For the first time since the widening of Exchange street, operators of vehicles

will be allowed to make the turn from Exchange street into Washington street, northbound, in the direction of Hay-market square. Vehicles southbound on Washington street from Haymarket square will pass to the right of the subway station in Adams square, in-stead of to the left, under the Fisher

Parking restrictions on Friend street. Elm street and Hanover street have been removed. Parking will now be allowed on the west side of Union street. This is a natural result of the return of Union street to a two-way street, as parking was automatically prohibited on the west side when Union street was made one-way.

The rule allowing parking of vehicles for one hour on the west side of Wash-ington street, from Haymarket square to Brattle street, is suspended. Washington street again becomes a no-parking street on both sides between Haymarket and Adams squares.

Vehicles will be allowed to make the left turn from Congress street into

left turn from Congress street into State street. Vehicles may proceed southbound on Congress street and westbound on State street to Wash-ington street and Scollay square.

Starting tonight, parking for an unlimited time between 6 p. m. and 1 a. m. be allowed on the north side of

STEEL TRAFFIC TREADS SAVING

Mayor Orders Them on All Bridges of City

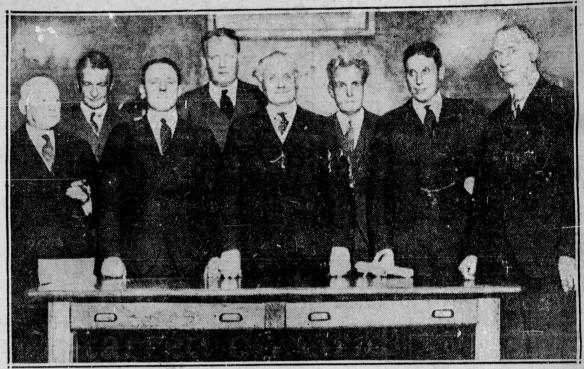
Steel traffic treads for all the bridges in the city were ordered late yesterday by Mayor Curley in a communication to Division Engineer John E. Carty of the bridge and ferry service, seek-ing to reduce the cost of re-flooring the bridges by 40 per cent this year.

was found that the metal strips, tried out as an experiment, cut down the wear on the wooden planks and better distributed the weight of traffic, so the treads will now be installed on the Northern avenue, Summer street and Boylston street bridges, as well as the Charlestown bridges.



POST 2/9/30

Taxation of Municipal Bonds Advocated at Meeting of Mayors



OFFICERS SELECTED TO HEAD THE NEW FEDERATION OF MUNICIPALITIES

These are the Mayors and Selectmen chosen to lead the new organization of communities within the metropolitan These are the Mayors and Sciectmen chosen to lead the new organization of communities within the metropolitan area. They are, front row, left to right: Selectman Howard K. Glidden, of Swampscott, secretary; Mayor John J. Murphy of Somerville, president; Mayor Edward H. Larkin of Medford, treasurer; Mayor Richard M. Russell of Cambridge, chairman of the executive committee, and Mayor J. Fred Manning of Lynn, a member of the executive committee. In the rear row, left to right: Selectman Theodore G. Bremer of Brookline, Selectman Kenneth D. Johnson of Milton and Mayor Thomas J. McGrath of Quincy, all members of the executive committee.

The taxation of municipal bonds as one of the means of removing some of the burdens now carried by property owners was advocated yesterday afternoon at the second meeting of the Mayors and Selectmen of the metropolitan area, who formed a new organization and elected officers at the Cambridge City Hall.

No mention was made of including Boston in the new organization, which will be known as the Federation of Municipalities Within the Metropolitan

Municipalities Within the Metropolitan Area, and no Boston representative was included in the 10 officers elected.

Mayor John J. Murphy of Somerville, who called the Mayors and Selectmen together the week previous, was elected by the first of the new organization. The other officers elected were: Secretary, Dr. Howard K. Glidden, a Selectman of Swampscott; treasurer, Mayor Edward H. Larkin of Medford; executive committee, Mayor Richard M. Russell of Cambridge, chairman; Selectman Kenneth D. Jehnson of Milton; Selectman Theodore A. Custance of Lexington; Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore A. Custance of Lexington Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning of Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer of Brookline: Mayor J. Fred Manning O. Selectman Theodore G. Bremer O. Selectman Theodore G. Bremer O. Selectman Theodore G. Bremer O. Selectman Theodore

Lynn; Mayor Thomas J. McGrath of he suggested that every project sug-Quincy, and Mayor Michael C. O'Neill

The proposition to tax the municipal bonds came from Mayor McGrath of Quincy. He said that it makes no difference to the cities and towns if their securities are taxed or not, and he de-clared that last year the municipalities were forced to pay the same rate for their loans as the man who risked his money in the stock market. He said that when an investor buys "munici-pals" he puts his money into the soundest investment possible and he said that important changes in the tax laws should be made to relieve the home

gested this year be opposed.

Mayor Manning made a speech in regard to tax legislation and declared that he was more interested in having the organization keep in-formed on taxation measures than he was in opposing underpasses and overpasses, which might be the means of saving a life. He asked how many of the Mayors had read the report of the Recess Commission on Taxation. There were no answers to his question, and he went on to say that many im-portant bills are passed at the State House which their local representatives know nothing about because they are busy at other hearings when the measures came up for consideration.

There were only 17 municipalities out of the 38 in the district represented at meeting. yesterday's yesterday's meeting. A motion pro-posed by Mayor Russell which provided that each mayor and board of select-men appoint a representative to become a member of the fact finding committee on matters pertaining to the district, was adopted. Dr. Glidden of Swampscott said that it would be

necessary for all the citles and towns in the district to co-operate if any beneficial results could be obtained.

The only reference to the proposed plan for a Metropolitan City came from Mayor Larkin of Medford who sug-gested they hire an expert to secure the facts and argue against a Greater Boston, if the body felt they were against joining their cities to Boston on some plan of annexation. POST 2/9/30

SHAKES UP CITY RULES ON TRAFFIC

Sullivan Reverts to Old Regulations Downtown

The Union and Washington streets one-way traffic system between Haymarket and Adams squares, instituted by former Traffic Commissioner William A. Fisher and claimed to have been the solution of the traffic problem in that section, was swept aside yesterday as the first act of Acting Commissioner Thomas F. Sullivan, who took over the reins of traffic control several days ago.

PREDICTED BY FISHER

Today both Union and Washington streets in that section will again be two-way streets, with a number of othtwo-way streets, with a number of other regulations altered to meet the new conditions. Before he left office last week, Commissioner Fisher predicted that the first move of his successors would be to revert back to the old system in that section and predicted a storm of protest from automobilists and trucking firms if the two-way system were re-established. tem were re-established.

tem were re-established.

While the change was a temporary one for 90 days, to see how it would work out, it was continued at the end of that period until yesterday. It had been the admitted intention of Fisher to make the change permanent.

For the first time since the widening

to make the change permanent.

For the first time since the widening of Exchange street, operators of vehicles will be allowed to make the turn from Exchange street into Washington street, northbound, in the direction of Hay-market square. Vehicles southbound on Washington street from Haymarket square will pass to the right of the subway station in Adams square, in-stead of to the left, under the Fisher

Parking restrictions on Friend street, Elm street and Hanover street have been removed. Parking will now be allowed on the west side of Union street. This is a natural result of the return of Union street to a two-way street, as parking was automatically prohibited on the west side when Union street was made one-way.

The rule allowing parking of vehicles for one hour on the west side of Washington street, from Haymarket square to Brattle street, is suspended. Wash-

to Brattle street, is suspended. Washington street again becomes a no-parking street on both sides between Haymarket and Adams squares.

Vehicles will be allowed to make the left turn from Congress street into State street. Vehicles may proceed southbound on Congress street and westbound on State street to Washington street and Scollay square. ington street and Scollay square.

Starting tonight, parking for an un-limited time between 6 p. m. and 1 a. m. will be allowed on the north side of Ashburton place.



ANOTHER JOB

Mayor Names Him Acting Park Commissioner

Edmund L. Dolan, Congress street broker, has been given another job without pay by Mayor Curley. Last night he was appointed acting park commissioner, and will assume the duties of this office tomorrow morning together with his work as sinking funds commissioner and acting city treasurer,

His service on the park commission will expire as soon as the Civil Service Theodore Haffenreffer, prominent Jamaica Plain brewer, who was named to fill the vacancy caused by the resignation of Attorney Charles H. Inner. Republican leader.

HUB MEMORIAL GIVEN DOLAN WINS APPROVAL

Mayor to Ask \$45,000 for Tercentenary Fountain

The Boston Art commission yesterday approved the proposed erection of Tercentenary memorial to the founders on the Common opposite 50 Beacon street, and Mayor Curley stated last night that he will ask the City Council to appropriate \$45,000 for the project at its meeting tomorrow.

at its meeting tomorrow.

The memorial designed by Charles
A. Coolidge, architect, and John F.
Paramino, scuiptor, will be a granite
and bronze fountain, marking the locaand bronze fountain, marking the location of the first good spring of drinking water used by William Blackstone and the founders of Boston in 1630. It is expected that the memorial will be ready for unveiling on Sept. 17, which will be Boston Day in the Tercentenary celebration. celebration.

The annual Elks' charity ball will be S. Youngman, Hon. Gaspar G. Bacon, held Friday evening, Feb. 14, at the Elks' Hotel. The officers of the Boston Lodge, 10 are assisting the general ball committee: Thomas Lockney, E. R.; J. Cousens, E. L. K.; J. O'Connor, Dr. P. Foley, I. G.; Henry Hayward, T.; with J. A. Crossen, chairman of the ball committee; F. P. Doolin, secretary, and Arthur F. Grenier, publicity chairman.

The stars from all the shows will

The stars from all the shows will attend and entertain the guests. The whole decorative and refreshment scheme will be in keeping with Valentine festival. A grand march will be the feature of the evening, with the Elks' cadets in full regalia, presenting their prize drill.

The committee has planned to make this occasion a fitting tercentenary celebration and the guests attending celebration and the guinary pleasures, will be afforded extraordinary pleasures.

musical programme has been ar-A musical programme has been arranged by Scotty Holmes and his radio

The "Eleven O'Clock Toast" will be given with a speaker of national prominence officiating. The guests will include his Excellency Governor Frank G. Allen, Lieutenant-Governor William the outstanding social success year: Patrick Sullivan, Vincen ley, P. F. McCarron, George M. Ed Steptoe, Frank O'Rourke, Levine and Daniel McDonald.

Hon. Leverett Saltonstall, Senator David I. Walsh, Senator Fred Gillette, Hon. John J. Douglass, Hon. John W. McCormack, Mayor James M. Curley, William G. Lynch, president of the City Council: Fire Commissioner Edward McLaughlin, Police Commissioner Harbert, Wilson, Superbrandent of ward McLaughlin, Police Commissioner Herbert Wilson, SuperIntendent of Police Michael Crowley, Philip Andrews, comandandant Boston navy yard, Preston Brown of the United States army, State Deputy K. of C. John Swift, G. M. Hebert, dean of the Masonic order; G. R. Neal Clarke, R. A.; the State commanders of the American Legion, the Veterans of Foreign Wars, the Spanish war veterans.

American Legion, the Veterans of For-eign Wars, the Spanish war veterans, and the G. A. R. Sam Kalesky will represent the B'nai Braith, the president of the State Elks' Association, Thomas Brady, and the president of the Boston Emblem Club, Mrs. John Archibald, will also be pres-ent.

The following officers and trustees are The following outcers and trustees are backing the committee in making this the outstanding social success of the year: Patrick Sullivan, Vincent Crowley, P. F. McCarron, George McLaren, Ed Steptice, Frank O'Rourke, Charley Lapine and Daniel McDonald HERALD 2/9/30

OPPONENTS OF **CURLEY PLANIN** FEDERAL GROUP

Will Hold Forum to Deal With Problems of Common Interest

FIRST BODY OF KIND IN STATE'S HISTORY

Organization May Be Basis Of Closer Union in Future

17 municipalities of Greater Boston met House, and oppose legislation which yesterday afternoon at Cambridge City would impose unjust assessment. We Hall and organized a defensive group to should work independently on problems

purpose the solution of common prob- as a combination of municipalities." lems by co-operation in open forum Following the election of officers, instead of by direction of a new central which took place at a recess, after agency. The organization is the first Mayor Russell had outlined the plan the Massachusetts Bay Colony.

of any move for physical annexation of cities. with Boston, the federation is the first definite step for closer union of the the Legislature was not giving the cities and towns that make up Greater proper consideration to projects involv-Beston. In the opinion of some of the ing the metropolitan area. He urged the mayors present it also offers a basis on various representatives also to attend which Mayor Curley and the federation the taxation hearings at the State can build a practicable plan of working with the city of Boston.

the taxation nearings at the State
House next Thursday.
An order, requesting the executive
committee of the federation to study

the federation. The other officers include: Secretary, Selectman Howard K.
Glidden of Swampscott; treasurer,

Glidden of Swampscott; treasurer, Mayor Edwin H. Larkin of Medford; executive committee, Mayor Russell, of Cambridge, chairman, Selectman Kenneth L. Johnson of Milton, Sclectman E. L. DOLAN GETS Theodore A. Custance of Lexington, Selectman Theodore G. Bremer of Brookline, Mayor J. Fred Manning of Lynn, Mayor Thomas J. McGrath of Quincy and Mayor Michael C. O'Neill of Everett.

The 17 cities and towns represented J. at yesterday's meeting were: Arlington. Brookline, Cambridge, Chelsea, Dover, Everett, Lexington, Lynn, Malden, Med-Milton, Quincy, Somerville. Swampscott, Waltham, Winchester and Woburn.

Before the organization proceedings, ing when it was prought up for diswere carried out, Mayor Richard M. Russell of Cambridge outlined the tentative plans of the group and asked the municipal executives to forget for the day their own petty problems and enter into the spirit of the new federation for the greater benefit of all concerned.

The fundamental aim of the federation at the outset, he explained, would be for better representation in the Legislature and a solution of the unjust assessment of small towns for metropolitan construction.

Weekly meetings will be held at Cambridge City Hall until further notice, Mayor Russell declared. Letters of invitation were sent out after the meeting to the officials of all the other cities and towns in Greater Boston, recruiting their strength for the new project. If they accept, the system will consummate a union which has long been the dream of its constituents.

"These meetings," Mayor Russell continued," shall constitute an open forum where problems affecting the As opposed to the plan of Mayor Curley for a metropolitan Boston, with a
central council administering the public works affairs, the chief executives of agent to attend hearings at the State
17 municipalities of Greater Boston met

metropolitan area as a whole may be in cutting down the number of unemployed on the list.

Near the close of the meeting, Mayor Whalen of Chelsea again took the floor to gain an expression of opinion on an order now before the Legislature which would authorize him to appoint a city solitation who would take over the legal The new federation has for its main those matters which concern the area urpose the solution of common probes. The new federation of common probes as a combination of municipalities."

The new federation of common probass as a combination of municipalities."

Following the election of officers, and oppose legislation which would authorize him to appoint a city solicitor who would take over the legal affairs of the city which at the present time are handled by the city council. As the meeting adjourned until next saturday the sole topic of discussion was the remarkable co-operation already shown. Each of the 17 executives expressed his satisfaction and confidence in the league. be known as the Federation of Munici- concerning our own cities and towns as palities within the Metropolitan Area, units, but should work together on

of its kind in the 300 years history of of the federation, the various officials While organized primarily in defence to present for solution by the league

FIRST PRESIDENT

Mayor John J. Murphy of Somerville was elected the first president of the lederation to study bills affecting the area, was introduced by Mayor Patrick J. Duane of Waltham. The latter made his customary appearance in an immaculate cutaway

cussion by Mayor John Whalen of Chelsea. The latter declared it an imposition to expect only the metropolitan cities and towns to bear the brunt of the expense of the construc-tion, inasmuch as motorists from all over the country would be using it. He further asserted the taxation necessary for the project should be levied on the entire state.

In commenting on the same question, Mayor Manning of Lynn said: "The time has come when every community chould be represented. We of Lynn are heartily in favor of this overpass and agree with Mayor Whalen that the taxation necessary should be dis-tributed all over the state. Taxation very considerably affects the earnings

of cities and towns.

of cities and towns."

The subject of unemployment was another phase which came in for consideration at the meeting. Mayor Murphy of Somerville and Mayor Larkin of Everett each declared the civil service lists of unemployed men in their cities was very close to 500 and they asked for some remedy to the situation whereby at least the heads of families might by at least the heads of families might be put to work.

Mayor Duane of Waltham who insti-Mayor Duane of waitham who insti-tuted a plan in his city to care for the heads of families on the civil service list told of the success he had met in cutting down the number of unem-

A retention of the gasoline tax col-lected in Greater Boston by the Metropolitan district commission, for use in highway construction in the area was one of the suggestions made at the meeting, Mayor Murphy said last night. Inasmuch as the primary object of the federation is to relieve the burden of taxation imposed on Greater Boston cities and towns for metropolitan highway construction, he said that all plans which might help solve the problem would be discussed by the group.

ANOTHER CITY OFFICE

Mayor Curley gave another municipal Mayor Curley gave another municipal post yesterday to Edmund L. Dolan. He clothed Mr. Dolan with the authority of an acting park commissioner to fill the vacancy caused by the resignation of Charles A. Coolidge, to which John J. Martin has been named, but whose confirmation has not yet been announced by the civil service commission. Mr. Dolan holds the unpaid post of sinking fund commissioner and he is serving as acting city treasurer, a position which it is rumored he can have permanently if he will agree to accept it.

CURLEY ORDERS CUT IN BRIDGE EXPENSES

The cost of maintaining decking on all city-owned bridges will be reduced at least 40 per cent. this year under an order issued by Mayor Curley yesterday. It is the mayor's judgment that the use of corrugated steel plates on bridge decking will make a substantial saving in maintenance costs. Experiments with these plates has shown that they obviate the need of frequent replacing of the wooden planking. GROBE, 2/9/30

Motor Legislation In Full Swing at State House Now

Some 163 Bills Covering Many Subjects-Among Them Increased Gas Tax, Insurance and Excise Law Changes, Etc

By JAMES T. SULLIVAN

According to Day Baker, speaking at the Motor Truck Club Friday night, there are 163 automobile bills before the present session of the Massachusetts Legislature. That means 1930 is no exception to the general rule, for the automotive in dustry for years has been a target for all kinds of legislation.

However, legislators generally own cars, and they realize that some 75 percent of their constituents use get a referendum on an increase and motor vehicles. So they do not allow people will not vote voluntarily to tax a lot of legislation pass that is unfait themselves. a lot of legislation pass that is unfair to the industry.

Occasionally there is something slips along that has some drawbacks At the hearings last week on changes in the present Excise tax severa' members of the committee said that they were hit by it when trading in

For the past few weeks hearings have been under way. Some of the bills now are beyond the hearing stage. Others have been disposed of definitely for this year, there being some that seem to bob up regularly.

Gasoline Tax Plans

It would have been a big surprise to motorists if there were no proposals to increase the gasoline tax. This year there five such bills, at

This year there live such bills, at least, on the docket.

Some of them are tied up to highway projects. There has been some talk that a good way to abolish grade crossings would be to increase the gasoline tax to four cents and use the money for this purpose.

One hears also of an idea that the

State place a standard type of signal at all grade crossings, and this would answer the purpose rather than spend-

ing millions for changing grades. Motorists might object to paying all the cost.

Mayor Curley suggested an increase of one cent in the gas tax, the money to go to old age pensions. The Supreme Court would be apt to call that illegal taxation regardless of the good intentions behind it some motorists intentions behind it, some motorists believe.

Because other States jumped gasoline taxes and used some of the money for other than highway purposes does not mean Massachusetts will fol-low that plan. When more than 500,-000 voters said they did not want a gas tax anyway, it would be easy to

Insurance Hearing

The Committee on Insurance has set Feb 19 as the date for the hearing on Mr Goodwin's bill for a State insurance fund. It is to be held in the Gardner Auditorium.

By this time through public discussion, the legislative report and the newspaper stories, people generally, and that includes all motorists, are somewhat familiar with the question. This promises to be one of the big-

gest hearings of the session. What-ever decision the committee makes will come up for ratification in the Legislature.

As a result there will be much in the public print for the next month or so. It may later reach the stage of a referendum. In that event there will be plenty arguments for and against it tied up with the campaign for State officers next Fall officers next Fall.

Any motorist visiting the State House these days may be able to locate some sort of a hearing or debate almost any day now in which motor vehicles form the topic.

Excise Tax Hearings

Hearings on the present excise tax are over. Interest in this measure was shown by the attendance at the hearings and the number of bills filed.

It was evident by the questions asked by members of the Committee on Tax-ation from time to time, that they had

ation from time to time, that they had heard complaints from "constituents. And these latter were not confined to any particular section of the State.

Boston came in for some criticism because it refused to grant rebates. As a matter of fact, its counsel was backed up by other attorneys in saying the law did not allow it.

What the committee reports will be watched with much interest. Suggesting

watched with much interest. Suggestions were made that any change on

tions were made that any change on rebates should be retroactive to Jan 1, last. There were some people suggesting the old idea "to give the law a trial as it had been in effect only a year."

Attempts will be made to get more money from the highway fund. A start was made last year and there is no telling where it may end in view of the fact that the State got a million or two more than was estimated from the gas tax and other motor revenues.

GLOBE 2/10/30 P.M

AIMS AT TAX TITLE SHARKS

Curley Intends to Make Them Pay

Mayor Curley this afternoon directed Corporation Counsel Silverman to begin a check-up of the so-called real estate sharks who, he claims, in the last four years by the purchase of a tax titles literally have gained posession of property and then collected rents and refused to pay taxes on the property on the ground that they were simply title holders.

Mayor Curley issued th following

statement: "Tax title sharks, evidently banded together and advised legally, over a period of more than four years, ridicculed the efforts of the city collec-tor in his endeavors to collect the taxes to which the city was legally

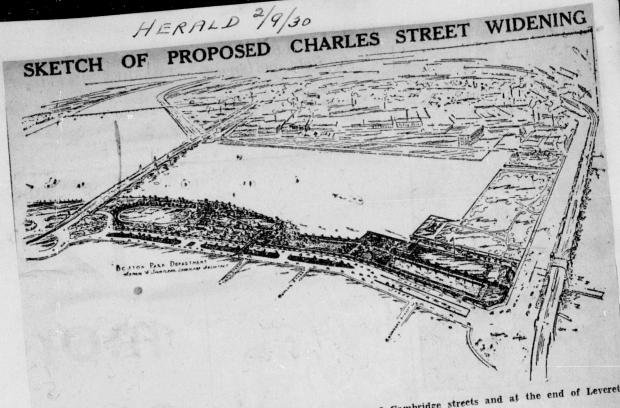
"Notwithstanding the fact that durng the entire time that the tax title sharks have enjoyed apparent possession of properties, they have never failed in a single instance to collect rentals from the occupants of the premises.

"The singular anomaly is presented, the tax title shark through ownership which represents the barest possible investment scoffing at the city's proposal to take title, collecting rents on the properly and refusing to pay the tax to which the city is properly entitled.

titled.

"The Mayor, with a view to ending this type of real estate racketeering this day directed the corporation counsel, Samuel Silverman, to assign two representatives of the Law Department with instructions to spare no expense and allow no racketeer to escape payment of money due the city.

"The total amount involved represents assessments on properties valued at approximately \$30,000,000, and is of such serious nature as to justify the request which the coporation counsely proposes making to the Land Court namely, that the action of the city in seeking foreciosure proceedings have preference even over pending business."



The plan is to have traffic circles, 240 feet in diameter, at Charles and Cambridge streets and at the end of Leverett PLAN \$1,475,000

PLAN \$1,475,000

The city program planned by Park Commissioner William P. Long problems of all land vides for the conversion of all land vides for the conversion of all land vides for the conversion, 400 feet be Nashua street extension, 400 feet by Nashua street extension, 400 feet from shore, will be located close to determine product at Leverett street, in from Longfellow bridge to a point in the viaduo. The water will have a checking building from three to seven feet. The water will have a checking building from three to seven feet will also be a children's subject of form shore. The water will be from shore, will be constructed by the viaduo. The water will have a checking building from three to seven feet benaville because will be constructed by the viaduo. The water will be seven feet benaville because will be constructed by the viaduo. The water will be a children's subject by the viaduo. The water will be constructed by the viaduo. The water will be subject to a point in the viaduo. The viaduo. The viaduo. The viaduo. The viaduo of the viaduo. The viaduo of the viaduo

PLAN \$1,475,000

Traffic Circles

ATHLETIC FIELDS, SWIMMING POOLS

A street widening of major importance, traffic circles, new athletic fields and playgrounds, a salt water swimming pool, and other recreational features form the \$1,475,000 improvement

under the bridge to Embaakment road.
This important development, which will be made in conjunction with a somewhat similar improvement of the basin beyond Longfellow bridge by the basin beyond Longfellow bridge by the basin beyond district commission, will metropolitan district commission, will metropolitan district commission, will be the contribution of Boston to the be the contribution of Boston to the beautiful provision of one of the most beautiful provision for baseball creation of one of the most beautiful parkways in the world.

will become a double roadway, with parallel traffic thoroughfares, 40 feet wide, separated by a 40 foot parkway, with avenue, will require the conversion of 60 feet of the Charlesbank to street purposes. It will also necessitate the taking of the properties at the corner of that a lock at the corner of as well as a block at the corner of parallel traffic thoroughfares, 40 feet as well as a block at the corner of Leverett street.

The property takings will be necessary in order to make possible the of the Charles River basin which Mayor Curley will shortly undertake.

At a cost of about \$1,000,000, Charles street will be widened to a 120-foot roadway from Longfellow bridge to the viaduct at Leverett street, traffic circles.

At a cost of about \$1,000,000, Charles street will be widened to a 120-foot roadway from Longfellow bridge to the viaduct at Leverett street, traffic circles.

Hurley of the street commission has Hurley of the circles so that the abuthants of the elevated structure, which handling of traffic at this point, will be handling of traffic will be movement street. Their effect on the movement street. Their effect on the movement of traffic will be materially minimized of traffic will be moterable.

This important development, which will be made in conjunction with a will be made in conjunction with a planted the circles. Chairman Thomas J.

Hurley of the circles. Chairman Thomas J.

Hurley of the circles of that the abuthant to chard the circle at Cambridge in the centre of the circle at Cambridge of traffic will be materially minimized of traffic will be materially minimized of traffic will be materially minimized of traffic will be movement. Their effect on the movement of traffic will be materially minimized of traffic will be materially minimized of traffic will be movement. Their effect on the centre of the circle at Cambridge of traffic will be materially minimized of traffic will be movement. Their effect on the street. Their effect on the centre of traffic will be materially minimized of traffic will be movement. Their effect on the centre of the circle at Cambridge will be movement. The centre of the circle at Cambridge of traffic will be materially minimized and with the underpass, which will be built from a point on the centre of the circle at Cambridge of traffic will be materially minimized. The centre of the circle at Cambridge of traffic will be and with the traffic circles. Chairman Thomas J.

AMERICAN 2/10/30 De Priest to Name Two Negro Cadets

Congressman Oscar De Priest negro representative from Illinois intends to appoint two negro boys from his district to the nava academy at Annapolis, despite the resentment occasioned in sections of the country by his ap-pointment of a colored youth to West Point.

The congressman made this announcement at the Old South

Forum. Speaking before a capacity audience, more than half of which were ence, more than half of which were members of his own race, Con-gressman De Priest complimented Mayor Curley for his appointment of two colored persons to the legal staff of the city.

CrroBE 2/9/30

POLITICS AND POLITICIANS

By JOHN D. MERRILL

The most interesting and impor- cause of the stand taken by the Retant political event of this week in Massachusetts will be the election, on Tuesday, of a Representative in Congress from the 2d District to succeed the late W. Kirk Kaynor. The Republican candidate is Fred W. Griggs of Springfield, and the Democratic nominee is William J. Granfield of Longnee is William J. Granneld of Long-meadow. In addition, Ex-Mayor Wil-liam H. Feiker of Northampton and Whitfield Reid of West Springfield will run as independent candidates on a "dry" platform.
The district is normally Republican,

The district is normally Republican, although Senator Walsh carried it two years ago. The vote for the Congressional candidates in 1928 was Kaynor, Republican, 52,344; O'Connor, Democrat, 43,856. Thus Mr Kaynor had a majority of almost 8500. There is no crat, 43,856. Thus Mr Kaynor had a majority of almost 8500. There is no reason to believe that the strength of the two major parties in the district has changed much, and under ordinary bircumstances the election of Mr has changed much, and under ordinary tircumstances the election of Mr. Griggs would be generally conceded, but it is possible that the bitterness of the "drys" against Mr Griggs may cut down his vote and bring about the success of his Democratic opponent

nent.
On the basis of the vote of 1928, however, in order to defeat Mr Griggs, 8500 Republicans, more or less, must either refuse to vote for him or vote for one of the "dry" candidates. That is to say, a vote which Mr Griggs is to say, a vote which Mr Griggs is to say, a rote which Mr Griggs is to say, a vote which Mr Griggs is to say, a vote which Mr Griggs is to say, a vote which Mr Griggs a loses to Mr Feiker, or because a loses to Mr Feiker, or because a Republican merely does not vote for the former, will not increase Mr Granfield's total.

The "drys" are incensed at Mr Griggs. In his term of service in the

The "drys" are incensed at Mr Griggs. In his term of service in the Legislature he had been courted as a supporter of their cause, but when he seems a candidate for Congress two ears ago he stated that he was openinged on the subject of prohibition ninded on the subject of prohibition, nd this year, after the time for filing and this year, after the time for filing ionination papers for the primary had expired, he said he would vote for the repeal of the Volstead act and also of the 18th Amendment to the Federal Constitution. Thus the "drys" had no chance to put a candidate in the primary.

shown by the small Republican vote in the primary. The contest for the nomination was hard fought and a nomination was hard fought and a large Republican vote was expected, but it was plain that many members of that party did not care to participate in a primary in which all of the handidates, Republicans and Demonantiates, Republicans and Demonantiates alike, were "wet." If krge trans alike, were "wet." If krge transport of the Republicans stay at humbers of the Republicans stay at humbers of the independent candidates, snown of the independent candidates, the party may lose a Congressman from the State. primary.

The feeling against Mr Griggs was
the feeling against Mr Griggs was
shown by the small Republican vôte
shown by the small republican recommendation.

An Important Election

The result of the election in the 2d District will be watched with interest everywhere. It will show whether the varys" intend to go as far on their district water intend to go as far on their side as the militant "wets" propose to go on theirs; many of the latter who go on theirs; many of the latter who have hitherto been strong Republicans have hitherto been strong Republicans they will vote the Democratic tick-say they will vote the Democratic tick-say they will vote the Volstead act. If protest against the Volstead act. If protest against the Volstead act. If protest against the opposite attitude the "drys" take the opposite attitude in order to show their disastisfaction in order to show their disastisfaction with Mr Griggs, the Democrats will be with Mr Griggs, the Democrats will be the beneficiaries, just as they expect to be in the November elections be-The result of the election in the 2d

of either the Republican or Democratic of either the Republican or Democratic of either the Republican or Democratic of either the Republican and the republican party began as an anti-Republican party began and party this week a bill providing that for a long time the Republicans had for a long time the act of the city of Boston that mats factor that mats and they may be forced to take of the city and they may be forced to take of the city of the providing that matser is clear. The Republicans and policies are concerned, and they may be forced to take of the city of the providing that matser is clear. The Republicans can and they may be forced to take of the city of boston, and they may be for

would be assured if Mr Fulier ran independently, even if the ex-Governor himself failed of election.

The announcement that Ex-Senator William M. Butler would be a candidate for the Republican nomination has been expected, but it has not appeared. It may be that Mr Butler, like many other Republicans who would like to run for the Senate, is waiting to see what Mr Fuller intends to do. Mr Goodwin, in his recent speech,

cause of the stand taken by the Republican "wets."

Some of the other Republican Consome of the other Republican Consome of the other Republican Consome from Massachusetts will be gressmen from the prohibiton issue out of politics. One for the Springfield papers printed the other day a long two-column editorial other day a l

GLOBE 2/9/30

If the committee reports as is now anticipated, there will doubtless be opposition, but there is no reason for expecting that the finding of the committee will be rejected. And, of course, the Mayor can keep far below the limit of \$15 as he is able to; that is, he need not make the assessment as high as \$15, but he cannot go beyond that figure. Mr Curley's opinion of the committee's plan is not known.

EDMUND L. DOLAN ACTS AS PARK COMMISSIONER

Mayor Curley yesterday designated Edmund L. Dolan as acting Park Com-missioner, to serve until the Mayor's appointees have been confirmed by the Civil Service Commission. Mr Dolan is a member of the Sinking Funds Commission and is acting city treasurer.

PROPOSES TO BUILD **GATEWAY AT SPRING**

Mayor Will Ask \$45,000 for Founders' Memorial

Appropriation Also to Be Sought for New North End Park

The City Council on Monday will receive an order from Mayor Curley recommending that \$45,000 be appropriated for the erection under direction of the Park Commission of a founders' memorial gateway on the Common facing Beacon st, opposite Spruce st. It is intended to mark the location of the first spring of good water dis-covered and used by William Black-stone and the founders of Boston in

stone and the founders of Boston in 1830.

Mayor Curley says in the communication accompanying the order:

"The city of Boston is extremely fortunate in the opportunity that is presented through the vision and sacrifice of the Commission on the Marking of Historical Sites in that it will be possible to observe, even though in a small way, the founding of Boston.

"This commission, in conjunction with a former member of the Park Commission and a pupil of the sculptor St Gaudens, have submitted sketches for a suitable memorial to commemorate the tercentenary of the founding of Boston."

The Mayor also announces that the memorial has received the approval of the Art Commission. He hopes it may be completed in time for unveiling and dedication on "Boston Day," Sept 17, of the present year.

Mayor Curley will also send an order

and dedication on Boston Day, Sept. 17. of the present year.
Mayor Curley will also send an order recommending that \$40,000 be appropriated to be expended under the direction of the Park Commission for establishment of a park in the North

tion of the Park Commission for establishment of a park in the North End for which \$200,000 was expended during the last administration for land takings, in Webster av and Unity pl.

The money was provided in 1925 for land takings and establishment of a park in the most congested section of the North End and the entire sum was expended for the land takings. Mayor Curley's order provides for shelters, send boxes, swings and other appurtenances as may prove inviting as a source of health and recreation for mothers and children.

MAYORS ORGANIZE FOR PROTECTION

Metropolitan City and Town Heads To Watch Legislature— Declare Taxes Too Heavy



J. MURPHY JOHN Mayor of Somerville. President of Metro-politan Municipalities Federation

yesterday afternoon, formed into a Metropolitan affairs. Federation of Municipalities Within the Metropolitan Area, elected offi- To Take United Stand cers and an executive committee, and then, as the first organization of its kind in this section, discussed problems affecting their several communi-

Mayor John J. Murphy of Somerville was named president; Dr Howard K. Glidden, Selectman of Swampscott, secretary; Mayor Edward H. Larkin of Medford, treasurer, and an executive committee, comprising Mayor Richard M. Russell of Cambridge, chairman; Selectmen Kenneth D. Johnson of Milton, Theodore A. Custance of Lexington and Theo-



RICHARD M. RUSSELL Mayor of Cambridge, Chairman of Metropolitan Municipalities Federation Executive Committee.

resentatives from 38 cities and towns Seventeen Mayors and Selectmen within the Metropolitan area, and gathered in City Hall, Cambridge, will meet regularly to take action on

Mayor Russell opened the meeting. Mayor Larkin began the discussion and asked that some organization be formed in order that the cities and towns might be able as a body to present their side of various Metro-politan matters before the Legislature and in relation to any other move-ments such as proposals for annexa-tion of cities and towns in a Metropolitan unit.

Mayor Russell moved that such an organization be formed. He wanted organization be formed. He wanted each city and town to appoint a representative, primarily an expert, to be a member of such a united organization or committee to study problems before the Legislature and report them back to the cities and towns.

Dr Glidden said he wanted to see all the 38 cities and towns represented, and especially those that never took any step for organization but always reaped the benefits of organization any step for organization but always reaped the benefits of organization. Selectman Luke A. Manning of Arling-ton thought that the Mayors and Se-lectmen themselves should be the members of the special committee.

Wants Vacation on Spending

Then Mayor McGrath of Quincy moved that a committee of three be appointed. Mayor McGrath, Mayor Murphy and Mr Johnson went out and in a short time brought back a list of officers and executive committee.

GLOBE 2/9/30

BOSTON'S THREE BITES OF DORCHESTER TOWN

Ever Since East Boston Was Annexed in 1637, the Hub Has Been Adding Spokes of Territory

By EDWIN F. COLLINS

Boston historically has been the most "annexing-est" city this side of New York, a fact commonly overlooked amid all the uproar raised by Mayor Curley's clarion-call to surrounding cities and towns to merge themselves into a Greater Boston. Only time can tell whether the old absorption tendency which halted with the annexation of Hyde Park in 1912 is forever stopped.

Today it seems that sections like Roxbury, Charlestown, Dorchester and Brighton must always have been the important integral units of Boston they are. Yet the cities of Roxbury and Charlestown, and Dorchester, Brighton and other towns have been merged with the bigger city at various times through the past 150

Struggles quite as bitter as would occur today attended at the time the settlement of the question of their future destines.

Four Miles From Town Hall

It was when she herself was still in town swaddling clothes that Boston began these annexation operations. First to succumb to the magnetism of this bigger communal sister was Nod-dle's Island, now East Boston. Upon its annexation to Boston by court order in 1636-37, East Boston was largely farming and grazing country and had only a small population. South Boston was the next geo-graphical satellite to attach herself to

Boston. This was in 1804, until which year South Boston was part of the proud town of Dorchester, and was known as Dorchester Neck or Dor-

known as Dorchester Neck or Dor-chester Point.

Dorchester town suffered another
"bite" from Boston in 1855, when by Dorchester town suffered another "bite" from Boston in 1855, when by another legislative act, Dorchester was shorn of its Washington Village, the neck of land lying between the Old Harbor and the head of South Bay. The villagers were right willing to joir Boston, it is recorded, mainly on the grounds that they were four miles from Dorchester Town House, which stood on the present Codman-sq Library site, and besides, their children had to go nearly a mile to the nearest little red schoolheuse in Dorchester Roxbury was next to join the procession, in January, 1868. She had been a city for 22 years when some of her leading citizens petitioned the Legislature to authorize a referendum in both cities on the annexation proposal. The Roxbury electorate voted by a margin of three to one for annexation.

Details of Row Are Scanty

Here the economic motive first clearly shows itself. For a generation or so before Roxbury's annexation oston had been improving Washington st as the main highway into that section, on the line of what had been Roxbury Neck. Property owners along the line of this improvement in Roxbury benefitted largely by the boom attending annexation,

Boston itself was growing, and was instinctively reaching out for new room to grow. The Roxbury Neck and the Mill Dam, on the present line of Beacon st, were the two main chan-nels into and out of early Boston.

In the case of Roxbury, as in that of most of the communities annexed to Boston, the historical data on the row that attended the movement is scattered and scanty. The annexationists easily won the day in Roxbury, but the spirit of the anti-annexationists is readily imagined by an oc-casional statement of their case.

For instance, in an historical treatise 10 years after annexation upon life in Roxbury as a town and city, the eminent Francis S. Drake gives no detailed account of the annexation squabble, but the preface to his volume does contain this tart note:

Anti's Had Last Word

"Roxbury was appropriately named from its most prominent nat-ural characteristic (i. e. puddingstone and rock); and no one who venerates its founders, or who cherishes a prop-er regard for the preservation of its er regard for the preservation of its historical or ancestral memories, should ever consent to substitute for it a name no more applicable to it than to many other localities now included within the (Boston) city limits. To do so is no less a blunder in taste than in fact. than in fact.

"The great city of London, while gradually absorbing adjoining localities, religiously preserves their ancient names. Are ours less dear to us? Let us then, while a single 'rock' remains above its surface, cling to the good old name of Roxbury, 'scotched, not killed,' by the temporary substitution for it of the unacceptable misnomer of 'Boston Highlands.'"

line of what are now Washington and Tremont sts were the heaviest winners by reason of annexation, which, in 1878, he called "a not unmixed blessing." blessing.

Yet Roxbury had voted ar nexation three to one

Last of the Complaints

This is perhaps the last word of complaint from any Roxburyite about joining Boston. Far from having her identity submerged, as some feared, Roxbury seems since to have done as well as could be expected. Not only

was her Mayor William Gaston even-tually to become Mayor of Boston. but he was to become Governor of Massachusetts shortly thereafter. He was the father of the late Col Wil-

Edwin U. Curtis, James M. Curley and Andrew J. Peters, Roxbury natives, were to become Mayors of

Boston.

With Roxbury safely in the Bostonian fold, proud Dorchester town began to see the annexation handwriting on the wall. Dorchester character and traditions were unique, and the prospect of being forced to submerge this distinguished identity in a merger with voracious Boston was as the end of the world to many a Dorchesterite of Puritan strain.

In colonial days Dorchester dwarfed Boston in geographical area. Through the years before Dorchester was called upon the vote on an act providing for her annexation to Boston, Dorchester had given of her territory to the making of five towns, and to the enlargement of three other communi-

Saw Union Coming

Dorchester first began to lose territory when she gave birth to the town of Milton in 1662. Through ensuing years Dorchester ceded parts of her body to make up the townships of Wrentham and Dedham. In later years she yielded territory for the enlargement of the towns of Stoughton,

Foxboro, Canton, Hyde Park.

This latter town was set apart from Dorchester in 1868, and continued as a town until Boston took it over in

Having, then, ceded South Boston to Boston, as well as Washington Village, which a Legislative decree lage, snatched away from Dorchester even after she had refused Boston's offer of \$6000 in damages for it, Dorchester began to consider "jining" Boton. began to consider "jining" Boston. Her electorate was keen for the honor of the town, faithful at the polls in giving their decision on all important

Dorchester, which originated the im-mortal town meeting in New England, had carried on through the generations had carried on through the generalions in the best Yankee tradition, and to the minority who wished to go on forever thus, final annexation with Boston looked like irreparable catastrophe Ponder this sugared argument for annexation: "By annexation we shall avoid a great evil—the possibility of a city organization of our own to be de-

city organization of our own, to be de-livered from which every good citizen should constantly pray!

"The territory will always be known as the precinct of Dorchester (in this

year of grace, 1930, there are more than 80 precincts in modern Dor hester's five main wards!) and continue to be remembered as the seat of one of the earliest and most distinguished settlements of our Puritan ancestors.

Minority's Doleful Wail

of 'Boston Highlands,'"

Historian Drake elsewhere make stressed the idea of neighborliness, of the point that landowners along the how easy and natural it was for Dorline of what are now Washington and chester town to call upon Boston in the mergencies requiring fire apparatus. This same brochure containing the and police, of the large numbers of Dorchester citizens who had property or business interests in Boston, and of the importance of annexation so that these could have a voice and vote in the conduct of Boston's affairs.

As for the dismay of the minority.
As for the dismay of the minority, the stubbornness of the antiannexationists, let the following doleful wail testify in its own way:
"It does not seem strange that Doronth the property of the property o

cheste should have enjoyed the prec-edence which the other towns of Massachusetts Bay so readily accorded

conta

GLOBE 2/9/30

her, in all civil assemblies and at military musters, attributed by the early historians to her priority of organiza-

"Nor is it difficult to conceive that if there had been a few feet more depth of water along the shore which formed the 10 miles of Dorchester's sea boundary, we should not now be discussing the question of annexing Dorchester to Boston, but rather the propriety of admitting the peninsula of Boston to the metropolitan city of

Dorchester (!).
"But if Dorchester has not enjoyed the honor of inscribing "Civitas" her shield, she has been a liberal benefactor to the city of Boston, and may also rightfully claim to have been a mother of towns."

No Complaint From Brighton

Cameo on dear old Dorchester at this time from another historical authority: "It was the proud boast of Dorchester that, at annexation with Boston, Dorchester had not a single pauper within its almshouse and there was no licensed (sic) liquor saloon within its limits."

This same authority asserts that for five years after Dorchester threw in her lot with Boston in 1870, there was a feverish boom in Dorchester land speculation "which inflated prices to a fictitious value," but that from 1876 to 1879 the tendency of land values was back to normalcy.

Always quick to spot a good thing and share in it, Brighton town now moved upon Beacon Hill for authority to join Boston. She must have come in without a yip. All those who would know the inner economics and politics of this annexation operation in 1874, even to Ex-Alderman John Henry Lee, who died five or six years ago,

have passed on.
The "Memorial History of Boston" records only the fact that Brighton gained heavily by reason of the bettered medical inspection of her abattoir, and in improved highways, sewschools, hospitals, water system, police and fire protection.

Charlestown's Thwarted Desires

Before the facts of the annexation Another commentator said, a few to Boston of the city of Charlestown rearranged let us pause for a monage followed in what might be saled ment to make the point that Boston the individuality of the place, notice-ves not grown fast. As Roybury ably in society as well as in local Neck was earlier filled in and built up, politics." o now the great Back Bay project, of At the time of annexation, Charles-filling in the water-washed flats and town was one of the smallest cities in

colony of finer homes. One of its! leading physicians, recently interrupted by the thunder of passing tradic, was heard to express belated regret that the folk of 1875 hadn't instead picked out South Boston as this city's choicest residential area, adding that Boston would thus have had another eternal Newport, unspoiled by industrial invasion.

But, on to Charlestown! That city had voted to join Boston 20 years be-fore she actually did so in 1874, a few months after Brighton. But the months after Brighton. But the failed to certify the vote of Charlestown's electorate.

Thus thwarted, the annexationists started a suit to compel these authorities to certify the vote, accusing the authorities of "intending unlawfully to frustrate and defeat and nullify t provisions of the annexation act."

History is silent as to the outcome of this suit, and records nothing more about the annexation issue until leading Charlestown men petitioned for another referendum 20 years later years later, when annexation was adopted with a

Mayor Stone's Valedictory

In Charlestown's case, too, the details of the fight are wanting, but the temper of the antiannexationists is revealed in the following swan-song of Mayor Jonathan Stone, Charlestown's iast Mayor:

"The people of this ancient and historic municipality virtually said (in overwhelming vote to join Boston) that we are not capable of governing ourseives, and bowed to the god of Mammon, and yielded up, with then independence forever, the trust which was bequeathed to them to transmit to posterity!"

have followed in what might be affed

filling in the water-washed flats and the swamps along the Charles River shore, area in New England. In 1942 part of Charlestown had been ceded to Slowly the Back Bay developed as a West Cambridge, and that same year out!"

a larger part of Charlestown was set apart as Somerville. Charlestown was thus so small territorially that, soon after she attained cityhood in 1947 her eaders began to clamor for unnexation to Boston.

Near the close of this same year (1874) Boston was authorized by the Legislature to annex West Roxbury, which had been set off from Roxbury in 1851 as a separte town. One o Boston's jewels today, West Roxbury' only complaint, as often voiced in pub-ic, is that as "the cemetery ward of Boston," so many are sleeping eternally there.

Stubborn Brookline

Judging by her present temper, Brookline will be among the last neighboring communities to join Bos-The position of Brookline, world's richest town, on this question is approximately that of the United States of America, world's wealthiest Nation, toward entering the League of Nations-perhaps eventually, but not now. And yet, and yet!

The hasty research by which all this material was assembled from so many different sources has also revealed a well-known but little talked-of fact about the early relations of Boston town and Brookline.

In colonial days, when what is Brookline today was generally referred to as "the Muddy River section, out yonder," Brookline was Boston's farm section and cow pasture.

The records show that in 1635 the First Church authorities, who then ruled Boston's destinies, allotted four or five acres in Brookline to the "poorer sort of inhabitants."

"Item: that the poor sort of inhabitants, such as are members of the church, or likely to be, and have noe Cattell, shall have their proportion of allotments for planting ground and other assigned unto

them by the allotters, and layd out at Muddy River."
When this picture of steady annex-ationist activity by Boston is thus completely drawn, one remembers the line of Whitcomb Riley that "the gobbelins'll git you ef you don't watch

BUILDING TRADES COUNCIL TO OFFER NO-STRIKE PLAN

The Building Trades Council of this city will offer a program for a strike-less year in the industry at tomor-row's conference with Mayor Curley at City Hall, which will be attended by the executive board of the Building Trades Employers' Association of Bos-The conference is scheduled to begin at 2:30 p m.

The Mayor, at the conference held with the Mayor's suggestion that will on Jan 13, outlined his plans for a building program for Boston for this year and next involving the expendi-ture of millions of dollars, and served notice on the employing contractors and representatives of the mechanics that its expenditure depended on assurances for a "strikeless" for this period. industry

The council of the men's unions, since Jan 13, has prepared a program in line

with the Mayor's suggestion that will be offered for the consideration of the Mayor and the employers' committee at tomorrow's meeting. Other reports are anticipated from groups of employers and employes having contracts that expire this year. that expire this year.

GLOBE 2/9/30

Contd.

The body then voted as officially organized.

Mayor Murphy took the chair. He said that the federation by united action would relieve the cities and towns of unfair assessments with which they have been burdened in the

Mayor McGrath said that he thought that many of the projects affecting the metropolitan area, such as under-passes, were not rightly considered as the hearings and he said the time has come when there should be a vacation on the spending of so much money. He said that some cities and towns benefited but many, burdened with the expense, get nothing. He said that until the State more rightly proportions the expense he is opposed to them all, and asked that the executive committee oppose them.

Call to Tax Hearing

The Quincy chief executive urged all who could to attend the taxation hearing at the State House next Thursday. He said the State policy of taxation was lopsided and thought that the man who purchased municipal bonds should be taxed. He said that he wanted to see the old State policy in regard to taxation changed.

Mayor Larkin moved that the executive committee go to the State House, look over the bills there and oppose them if unfavorable. In regard to taxation he said the burden of the home owner should be lessened by the

Mayor Russell opposed delegating power to the committee. He held that Cambridge should have its own say on various projects. He was supported in

that opinion by many others.

The Federation, according to Mayor Murphy, was formed not only to oplegislation but also at times to

help it along.

Mayor Patrick J. Duane of Waltham declared that he was heartly with declared that he was heartly with what the Federation did but down in his heart he was with his own town

Whalen Tells of His Problem

solicitor appointed by the Mayor with full power was presented to the group by Mayor John J. Whalen, who would like to have a little help in the matter from the Federation. He said the planned underpass on the River Beach parkway should be paid for by the entire State that will use it.

Somerville's new official whose work is to examine legislative matters con-

is to examine legislative matters con-cerning the city and report to the Board of Aldermen was described Mayor Murphy, who hopes to have him appointed next week. The Mayor Other Old Buildings Going said that the city solicitor is too busy to attend every hearing, so that such an official is needed.

Urged to Attend Hearings

Mayor Manning of Lynn said the at hearings in the State House. He said seldom are the Mayors at hear criticism during the agitation on ings and since questions on taxation schoolhouse construction last year, are always coming up, affecting millions of dollars of the cities and towns, there should be deep interest in those school authorities.

ago from \$5,000,000 to \$9,000,000 in tion of existing plants. ago from \$5,000,000 to \$9,000,000 in tion of existing plants.

These are some of the items for of the individual. He said that when which provision will probably be made emergencies of great importance come in the building budget now in process up, the representatives of the cities of formulation by the School Comand towns are off doing something mittee. It is well, he said, to have somebody At it

towns in the Metropolitan area were being taxed too much for projects which are being used by the entire population of the State.

Another problem discussed was the lowering of the interest on debts above the tax levy from the present high rate of 10 percent. Mayor Larkin said that growing communities had to borrow away beyond their debt limit and with unemployment as it now is 10 percent is a hard figure to pay. He suggested that during these hard times a figure of 5 percent be asked. The pay as you go plan of State officials was not very much liked by the members, they declared.

The unemployment situation was gone into and Mayor Murphy and Mayor Larkin said their civil service lists were up around 500. Mayor Murphy asked for some remedy, that the city might be able to put men to work who have large families. Mayor Duane of Waltham said that his city was solving the problem very well but the civil service lists were small.

Will Meet Next Saturday

The federation voted to meet next Saturday afternoon in Cambridge City

declared that he was heartly with what the Federation did but down in his heart he was with his own town when that body crossed its path.

The motion was finally carried that the executive committee would look over the bills affecting over the bills affecting with recommendations.

Hall.

Others present at the meeting were: Edward J. Griffin, Everett Board of Aldermen; Joseph W. Wothen, chairman of Selectmen, Winchester; Daniel F. Knowlton and Michael W. Comispelitan area and report them back with recommendations.

Letters will be sent to Selectmen and Mayors of the other cities and

and Mayors of the other cities and towns of the 38 within the Metro-

PORTABLE SCHOOLS

-Plan Much Construction

A large number of portable school time is at hand when cities and buildings, the one-room wooden structowns should be strongly represented at hearings in the State House. He

Elimination of obsolescent brick He cited the corporation tax ques- buildings no longer adaptable for He cited the corporation tax question and said that only a few years schoolhouse purposes, of wooden buildings over 50 years old and other wooden buildings over one story in height is also contemplated. The authorities are planning new construction, including high schools, and the modernization

It is well, he said, to have somebody At its last meeting it was reported watching these bills. It is an easy to the School Committee that the old matter to finance the State, he said, Schoolhouse Commission had incurred with so many taxes, but cities must between \$68,000 and \$75,000 in liabili-look out for their own interest. ties beyond the amount allowed it by the School Committee. Belief is ex-"Being Taxed Too Much" pressed that the School Committee will appropriate enough money to pay off all debts incurred by the commission prior to Dec 31, 1929.

WASHINGTON-LINCOLN SYMPHONY HALL PROGRAM

Mayor Curley will preside at the Washington-Lincoln memorial exercises next Sunday evening at Symphony Hall. There will be a chorus of 400 public school children, accompanied by school orchestra and organ, reading of extracts from the writings and speeches of the two Presidents Adams, and a patriotic finish in which will be and a patriotic finish in which will be featured in simple but effective fashion, "The Spirit of the 1630 Puritans' in recognition of the present tercentenary year; "The Spirit of 1776" and "The Boys of '61," and the World War period, concluding with "The Pledge of Allegiance" by the audience, and "Star Spangled Banner."

If Congress and the President take

and "Star Spangled Banner."

If Congress and the President take the action during the next few days this will be the "Star Spangled Banner's" first use officially in public in Boston as the official national anthem. The principal address will be delivered by Supt Jeremiah E. Burke of Boston Public Schools. The invocation will be by Rt Rev Ambrose F. Roche. The music will be by Boston Public Schools Symphony Orchestra, Joseph F. Wagner, assistant director Joseph F. Wagner, assistant director of music, Boston Public Schools, under charge of John A. O'Shea. The Boston Public Schools Symphony Band will play under leadership of Fortunato Sordilio. The "Piedge of Allegiance" for the audience will be led by Wilfred F. Kelley of the committee of arrangements. It is hoped that arrangements may be made to broadcast the program. High school cadets in uniform

will be the ushers.
The Washington-Lincoln Committee, composed of members of the Public Celebrations Association is as follows: Celebrations Association is as follows:
Frank Leveroni, chairman; John B.
Archibald, Frank Chouteau Brown,
Wilfred F. Kelley, John J. Keenan,
James H. Phelan, John A. Scanga,
John H. Noonan, Henry I. Lazarus,
Arthur J. Lewis, Henry F. Brennan,
John A. Farley, Joseph A. F. O'Neil,
Arthur V. Howland.

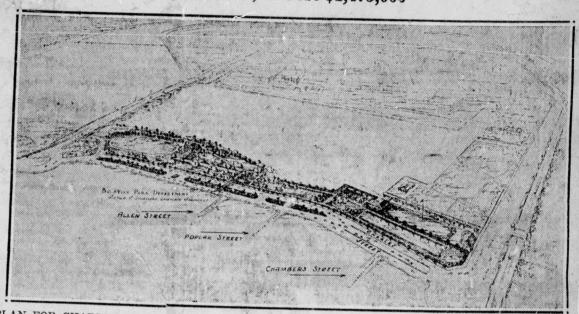
ORDERS CORRUGATED STEEL FOR BRIDGES

Corrugated steel plates, wherever possible, will be installed on bridge decking that is subject to heavy traffic. according to an order by Mayor Cur-ley yesterday to John E. Carty, di-vision engineer of the Bridge and Furry vision engineer of the Bridge and Furry Service. The Mayor said he was de-sirous of reducing bridge decking cost by at least 40 percent this year. Such structures as the Northern-av, Sum-mer-st, and Boylston-st Bridges are specifically mentioned.

GLOBE 2/9/30

WORK ON CHARLES RIVER BASIN IMPROVEMENTS WILL START SOON

Widening of Charles St, Traffic Circles, Underpass and Recreational Facilities Planned, to Cost \$1,475,000



PLAN FOR CHARLES ST WIDENING AND IMPROVEMENT OF BASIN BANKS BETWEEN LONG-FELLOW BRIDGE AND THE VIADUCT

of the Charles River Basin will be and a block at the corner of Lever-started scop. Mayor Curley has notistarted soon. Mayor Curley has noti- property takings. fied the Street Commissioner to take steps immediately in the improvement, Circles About Abutments which includes street widening, traffic circles, a salt water swimming pool, structure which have

of Cambridge st to the viaduct at Will be in the center. The circle and Leverett st, traffic circles 240 feet in the underpass is expected greatly to diameter will be constructed at the diameter will be constructed at the intersection of Charles and Cambridge a 60-ft strip cut off, the recreation cen-

A similar development is planned Nashua-St Playground by the Metropolitan District Commission beyond the Longfellow Bridge, and, combined, the contributions will park system.

park system.

Park Commissioner William P.

Long's plans call for the conversion
of all land between Charles at and the
river from Longfellow Bridge to the
Nashua st extension, 400 feet beyond
the viaduct at Leverett st, into one
continuous stretch of recreational decontinuous stretch of recreational de-

Charles st will have a 40-foot park-way through the center and 40-foot roadways on each side, in appearance similar to Commonwealth av. The

construction will take 60 feet along Work on the \$1,475,000 improvement corners of Charles and Cambridge sts the Charlesbank and properties at the

The abutments of the elevated playground, athletic fields and other troubles at Cambridge and Charles st have been carefully considered by Charles st will be widened to 120 ft Charles st will be widened to 120 ft Street Commission, and he plans his from the Longfellow Bridge at the foot traffic circles so that the abutments

sts and at the end of Leverett st. An underpass 40 feet wide will be built from a point on Charles st at the county jail, under the bridge to Embankment road. The work will cost \$1,000,000.

Take 60 Feet of Charlesbank

a 60-ft strip cut off, the recreation center will greatly benefit, for on the triver side with the aid of dredges there will be added a strip 240 ft wide from the Longfellow Bridge to Poplar st. Part of the girls' gymnasium at the Charlesbank will be torn down because of the underpass and nearby will be a field for baseball and football,

beyond the Longfellow Bridge, combined, the contributions will considerably to the beautiful system.

The pool will range in depth from three to seven feet, Bathers, and a new athletic house for dressing and a new athletic house for the contributions. Near the viaduct will be constructed dressing and a new athletic house will be built.

The city is receiving from the State by real estate swap and some cash and street improvements two tracts of land near Nashua st, and that land will be used for a playground for children.

The cost of the development, according to estimates by Park Commissioner Long of the work between the bridge and the viaduct, is \$400,000, with an additional \$75,000 for the Nashua-st playeround

HERALD 2/10/30 1000 WILL ATTEND TO DINNER TO LYNCH

City Councilman William G. Lynch of South Boston will be tendered a dinner tomorrow evening at the Elks Hotel. About 1000 friends of the councilman are expected to attend.

The invited guests include Judge Edward L. Logan, Judge William Day, Judge William H. McDonnell, Dist .-Atty. William J. Foley, Congressman John W. McCormack, Mayor Curley, Edward McLaughlin, Sheriff John A. Kelleher, 21 members of the city council, and Capt. John J. Rooney of the City Point station.

The committee in charge includes

City Point station.

The committee in charge includes Albert Hines, William Santry, Edward C. Carroll, William Wallace and Robert Ware, Jr. Michael Reidy will be the toastmaster, and Rep. Eugene Durgin the chairman of the affair.

\$1,475,000 IN WEST END PARK WORK STARTED

Widening of Charles St., First Step in the Great Plan, , Begins Tomorrow

TO INCLUDE PLAYGROUND

Traffic Circle at Entrance to Longfellow Bridge Also a Feature

of the Curley administration, costing \$1,475,000, will be started tomorrow, with the improvement of Charles st., between Cambridge, Leverett and Nashua sts., West End.

ing of Charles st. to 120 feet, a playground, new athletic fields, a salt water swimming pool, on a section of the new thoroughfare bordering on the Charles River Basin, so as to conform with the plans of the Metropolitan Park System, and a traffic outlet.

The widening of Charles st. will ost \$1,000,000. The playground cost \$1,000,000. proposition will cost an additional \$475,000. A traffic circle will be installed at the intersection of Charles and Cambridge sts., at the entrance to Longfellow bridge.

OUTLET FOR TRAFFIC

The circle will be 240 feet wide and in connection will include an underpass 40 feet in width from a point on Charles st., near the Charles st. jail, under the bridge to Embankment rd.

With the development of the Charles river basin by the state, now in process, it was though an opportune time by the city to commence work in conjunction there-

The work of planning the new park system is in charge of Chairman William P. Long, and means that all the land between Charles st, and the river, from the bridge to Nashua st., a distance of about 400 feet, will be converted into a playground for women, girls and

A swimming pool, 100 by 400 feet. s planned, into which salt water ill be pumped from a distance of 00 feet from shore. The pool will have a depth of three to seven feet. new locker house will be erect-

DOUBLE BOULEVARD.

When completed Charles st, will a a double roadway, 40 feet each ide of a center plot of land fash-oned after the style of Comn.on-vealth ave. In order to do this 60 set of land running along the old harlesbank playground will be

harlesbank playground will be aken from the park system. Buildings at the corner of Camridge and Charles sts. and at Levrett st. will be taken for the two traffic circles. Chairman Thomas J. Hurley of the street commission has laid out the circles so that the abutments of the clevated structure will be in the cen-ter of the circle at Cambridge st., which will relieve a source of trouble which has existed here for many years in the proper handling

GLOBE 2/12/30 AM ROXBURY ORSERVATORY WILL BE RESTORED

The old Roxbury standpipe observatory in Highland Park is sadly in need of restoration in the opinion of Waiter Gilman Page, chairman of the The first major street widening of the Curley administration, costing \$1,475,000, will be started to corrow, with the improvement of Charles st., between Cambridge, everett and Nashua sts., West and The program calls for the widening to a letter he sent to Mayor Curley. The old standpipe is in the jurisdiction of the Park Department, and Mayor Curley wrote Park Commissioner William P. Long suggesting that he make such improvements as may be required. Chairman Page, in his communication to the Mayor, told Mr Curley that the old observatory was planned by Gen Henry Knox, Washington's famous artillery officer. It is historically related to the events of 1776.

ly related to the events of 1776.

PROFESSIONAL WOMEN'S CLUB TO HAVE NOTED GUESTS

Plans for Feb 18 luncheon and re-ception were completed by the Professional Women's Club yesterday after-

sional Women's Club yesterday afternoon at Hotel Statler.

Mayor Curley, Mrs Grace Morrison
Poole, first vice president of the General Federation of Women's Clubs,
Rear Admiral Philip Andrews and Mrs
Andrews, Frank Palmer Speare, president of Northeastern University, and
Mrs Speare; Nancy Byrd Turner and
Henry A. Sasserno, exchange professor
from Harvard to European colleges,
will be the honor guests.

will be the honor guests.

Mrs Clinton Jordan presided yeaterday.

RECORD 2/12/30

Mayor Sends Notable Pen to Lomasney

The pen with which Mayor Curley signed bills for two major improvements in the West End was yesterday sent by the mayor to Martin M. Lernasney, who, the mayor states in the letter, is responsible for the improvements. They included \$1,000,000 for the widening and improvements of Charles st. and \$65,000 for highway construction, recreational facilities and the establishment of bathing facilities in the West End. The pen with which Mayor Curfacilities in the West End.

Letter to Mayor on His Nominees

Elliott H. Goodwin, chairman of the Civil Service Commission, announced last night he was communicating by letter with Mayor Curley concerning the four appointees whose names were recently turned down by the commission after being submitted by the mayor. The four are: Edward F. McLoughlin for fire commissioner, Joseph A. Conry for traffic com-missioner, Joseph A. Rourke for public works commissioner and James E. Maguire for institutions commissioner. Mr. Goodwin refused to divulge the contents of his

The commission yesterday approved the appointment of Michael Corcoran as a member of the sinking fund commission.

CORCORAN APPROVED BY CIVIL SERVICE

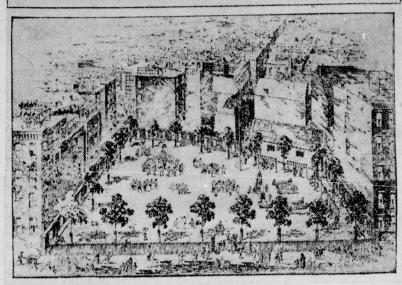
Goodwin to Write Curley About Three Others

H. Corcoran as a member of the Sinking Fund Commission. It took no setion on other appointees of Mayor

Regarding the appointments of Joseph A. Conry as Traffic Commis-sioner; Edward F. McLaughlin, Fire Commissioner; Joseph A. Rourke, Publie Works Commissioner, and James E. Maguire as Institutions Commissioner, The State Civil Service Commission late yesterday afternoon approved Mayor Curley's appointment of Michael

Mayor Curley's appointment of Michael

For North End Children



How the Webster avenue playground in the North end will look after it is completed at a cost of \$40,000, an expenditure which the mayor asked the city council to approve this afternoon. During his previous term, Mayor Curley made \$200,000 available for this playground, but the money was exnended for land takings and other expenses.

METROPOLITAN FIN COM URGED

Several Speakers Advocate Board at Hearing in **State House**

Mayor Curley's proposal for a metropolitan district finance commission to establish a financial policy for the district and keep track of expenditures and administration was favored by several speakers who appeared today before the legislative committee on state adminis-

The commission would consist of nine members appointed by the county commissioners to serve five-year terms at

missioners to serve five-year terms at \$8000 a year.

Curley was represented today by Thomas H. Bilodeau. Other speakers in favor of the proposal were Representative Charles S. Sullivan, Jr., of Charlestown and Frank X. Tyrrell of Chelsea. There was no opposition. Sullivan said Boston has been acting as "Santa Claus" to the district. This caused Representative Horace T. Cahill of Braintree to ask, "Why shouldn't it be? It gets all the improvements. Braintree hasn't had a five-cent piece spent on it." hasn't had a five-cent piece spent on it."

TRANSCRIPT 2/10/30 **Mayor to Improve** Webster Ave. Lot

Mayor Curley sent to the City Council this afternoon an order for the appropriation of \$40,000 to provide shelters, sand boxes, swings and other appurtenances for the one acre of breathing space established off Webster avenue, one of the most congested sections of the North End five years ago.

The mayor's message was critical of the previous administration's failure to make this little park of greatest benefit to the children and the mothers of the locality. He declares that the \$200,000 then provided was expended in land taking and in legal settlements and that no money was or is now available for carrying out the purpose for which the money was originally appropriated.

Ten years ago the mayor started a program to rid the city of its unhealthy disease-breeding tenement property. He had in mind the elimination of such buildings in several localities and had hoped that the program might be carried The City Planning Board made studies at the time, and the mayor says studies at the time, and the mayor says if the policy had been adhered to at least twenty-five acres could have been set aside for playground purposes in as many vears.

Among the speakers invited are Lieut Gen Edward L. Logan, Mayor Logan, Mayor William J. Judge William J. Day, Judge William H. McDonnell, while Ex-Representative Michael J.

GLOBE 2/10/30 pm

DINNER TO CITY COUNCIL PRESIDENT

William G. Lynch to Be Honored Tomorrow

Plans have been completed for a testimonial banquet to City Councilor William G. Lynch, president of the Boston City Council, to be held tomorrow evening at the Elks' Hotel in Boston. For several weeks the committee has been at work arranging details A program which will include a reception to the Council president will start at 6:30. During the dinner there will



WILLIAM G. LYNCH President of City Council

be a musical program and then ad-

dresses by prominent speakers.

Council Lynch is serving his third term as the representative from Ward 7, which includes a large part of South Boston and some of Dorchester. Councilor Lynch, more popularly known as "Maj" Lynch, has been active in so-cial circles of the Peninsular Section for more than 15 years. When the Gus-tin Social Club was at its height Lynch was a member and served as president for several terms. The club was one of the strongest social organ-izations in the district for more than

He is also active in the Knights of Columbus and as a member of the South Boston Citizens' Association and the Michael J. Perkins Post, A. L.
Among the speakers invited are

While Ex-representative Michael J. Reidy will be the toastmaster.

The committee is headed by Albert Hines, chairman, and includes William J. Santry, Edward Carroll and William J. Wallace.

AMERICAN 2/10/30

CURLEY OPENS WAR ON BOSTON TAX TITLE SHARKS' COMBINE

CHARGES THEY HUB CALLED REAP GOLDEN DISTRICT HARVIST

City Gets No Revenue on \$30,000,000 Worth of Property, the Mayor Declares

In cases involving property assessed at \$30,000,000, Mayor Curley today declared war on what he termed "tax title sharks." These "sharks," he said, have for

four years ridiculed efforts of the eity collector to collect taxes to which the city is entitled. The Mayor ordered Corporation

Counsel Samuel Silverman to as high two assistants to go into the Land Court, make investigations and take steps towards foreclosing. so that the city might take own-ership of the property involved.

When property owners fail to

pay taxes the tax titles may be purchased for investment, the owners chased for investment, the owners having two years in which to buy back, paying the purchase price plus interest and taxes.

According to the mayor, the title purchasers banded into a group, got legal advice, collected rents from

the tenants and refused to pay the city anything-a gilt-edged investment for them.

His instructions to the law department were to spare no expense and to let no one escape.

Curley Asks \$40,000 for New Playground

Mayor Curley sent to the City Council today an order calling for the appropriation of \$40,000 for the

establishment of a park and play-ground in Webster ave., North End. The park will include Shelters, sand boxes, swings and such apsand boxes, swings and such appurtenances as may prove a source of health and receration for the mothers and children. The playground is located between Unity and Hanover sts. adjacent to the Freeman grammar school.

Curley's Bill to Establish a Finance Commission

Is Supported

Boston was today dubbed the "Santa Claus of the Metropolitan District," by Representative Charles S. Sullivan, Jr., of Charlestown, speaking before the legislative Committee on State Administration.

Sullivan was supporting a bill filed on petition of Mayor Curley asking that a finance commission be created to investigate expendiof metropolitan

Representative Horace T. Cahill of Braintree, member of the committee, shot back:
"Why shouldn't it be. It gets all

the improvements. Braintree hasn't had a five-cent piece spent on it, yet it must contribute."

BOARD OF MINE.

Nevertheless, Sullivan stated, he still thought Boston was in the po-sition of Santa Claus.

The makeup of the proposed commission was explained by Thomas H, Bilodeau, Boston's special legislative course. legislative counsel. It would consist of nine members, he said, each member to serve for five years at a salary of \$8000 a year.

The mayor would appoint four on behalf of Suffolk County, two would be named by the Middlesex County commissioners, and one each by the commissioners of Essex, Nor-folk and Plymouth Counties.

Bilodeau declared that the mayor finds no special fault with the dis-trict commission, but pointed out that each year the commission is authorized and directed by the Leg-islature to do certain things.

NO PROGRAM

"When they come before the Legislature we have to take them hit or miss," he complained. "There's no definite program. There isn't anyone to make a study and determine a definite financial policy.

In fact, there isn't anyone with any authority at the present time to study out the financial problem.

"If something of this sort isn't done before long, there is going to be a tremendous amount of trouble concerning metropolitan district improvements. We have got to arrive

at some solution of this problem."

The proposed commission, he added, would in no way affect the Boston Finance Commission.

Francis X. Tyrrell of Chelsea favored the principle involved in the

"I don't blame Boston for being disturbed," he said. "I believe that all the expenditures of the district should be subject to some survey.

RAPS PARKING

In an effort to do away with unnecessary parking, the establishment of a small plot of grass and shrubs around the Angell Memorial in Postoffice sq. was suggested to Mayor Curley today by Herbert K. Hallett, chairman of the board of directors of the Atlantic National

Eank.

Mr. Hallett's suggestion follows:

"Postoffice sq., as it has existed for many years, has been cluttered by miscellaneous parking, the ex-changing of loads by truck drivers, and even the assembling of ash cans, with the result that, notwith-standing the adornment by the Angell Memorial, it is in the main

"Is it not possible to protect from unnecessary parking and traffic the center of the square, and maintain within a curbing a small plot of green grass and shrubs, thus changing a displeasing aspect to one of beauty?"

The Washout in Washington such the plan was in operation without

importantly better, in the region affect. Boston. ed, than it had ever been known to operate there for many years past. Not only in Washington street itself was the good result shown, but also even the serious conflicts formerly existing in Adams square were reduced, at last, to terms of minimum difficulty. Moreover, the widened Exchange street was turned to such good account that it actually began to seem worth the immense amount of money laid out for this improvement.

This morning, the one-way plan having been abandoned, all was plunged back into disorder. There was serious congestion and confusion during the 9 A. M. peak traffic-load all the way from the North Station to School street. Whereas traffic moving north along Washington street from School street had been constantly getting away to clear and free movement, under the plan recently in effect at Adams square, now once more it proved impossible to keep the street clear even on the south side of the old State House, to say nothing of the chaos again produced on the north side of this landmark.

One must admit, however, that any change of traffic rules is always likely to result in disorder for a day or two, while the public is growing accustomed to the change. So that gentlemen from Missouri may well hold in abeyance for forty-eight hours their demand to be shown why such a backward step should have been taken. But unless the situation grows 100 per cent better by the end of the week-and we admit that we do not see how such an improvement can possibly come to pass except by great extravagance in the use of additional traffic-policemen to regulate the cumbersome two-way plan-the public of Boston will have excellent reason to insist that the members of the traffic commission shall tell in detail why they scrapped the one-way plan.

So far as the attitude of the temporary chairman of the commission, Colonel Thomas F. Sullivan, is concerned, we can well imagine that in bringing the matter to a head he was merely taking a position of sound and competent legal stewardship of his duties as an administrator pro tem. The one-way plan had been allowed to run on for a long period of time without any formal vote of the members of the commission, and as

any real authority of law whatsoever. Obviously, the matter had to be cleared If there are any gentlemen from Mis- up at some time by a real vote of the souri strolling the streets of Boston to members of the commission, and if the day, they have it in their power to con- members refuse to make an affirmative fer a considerable favor upon the mem- vote, warranting a legal order, the only bers of Boston's new Traffic Commission, thing a legal administration can do is to They can confer this favor by strictly withdraw the unauthorized plan. But, refraining, for a day or two, from asking on the merits of the one-way plan, and to be shown why the experiment, mak- on the question why the members of ing Washington street one-way south the commission refused to vote for it, from the North Station has been aban. the whole matter will soon be wide-open doned. Soon after the one-way plan was to question not only by gentlemen from put into effect(, traffic began to operate Missouri but also by all the citizens of

Mayor to Combat Tax Title Sharks

Mayor Curley is giving battle to the tax-title sharks who, banded together and apparently advised legally, have ridi-culed the efforts of the city collector to collect taxes and have, during a period of four years, never failed to collect rents, through ownership of property which represents the barest possible investment.

In order to end the practice, the mayor has instructed the law department to spare no expense to have it stopped. The total amount involved represents assessments on properties valued at about \$30,000,000 and the "racketeering" garded of such serious nature as to justify, in the opinion of the mayor, a request to the Court that the action of the city in seeking foreclosure proceedings have preference even over pending business.

TRAVELER /10/30

URGES POSTOFFICE SOUARE CLEAN-UP

In expressing the appreciation of the directors of thee Atlantic National Bank for his assistance in securing prompt action by the city council authorizing the sale of Bath street to the bank and thereby allowing an immediate start upon the erection of an addition to the bank building. H. K. Hallett, chairman of the board, today asked Mayor Curley to consider the pand of cleaning Posts. to consider the need of cleaning Postoffice square

"Postofficet square, as it has existed for years," said Hallett, "has been clut-tered by miscellaneous parking, the exchanging of loads by truck drivers and even the assembling of ash cans, with the assembling of ash cans, with the result that, notwithstanding the adornment by the Angell memorial, it is, in the main, unsightly. Is it not possible to protect from unnecessary parking and traffic the centre of the square and maintain within each time. square and maintain within a curbing a small plot of green grass and shrubs. thus changing a displeasing aspect to one of beauty?" GLOBE 3/10/30 PM

ASKS \$40,000 FOR NEW PARK

Mayor Urges North End Recreation Space

Recommending a loan of \$40,000 for playground purposes Mayor Curley afternoon sent an order to the City Council, requesting favorable ac-tion in order that work may begin as as possible on the proposed recreation space on Webster av, North End.

In 1925, when the present Mayor was serving his second term, he made available \$200,000 for the purchase of land for a suitable playground on Webster av, a narrow passageway ex-tending from Hanover st, North End, to Unity st, that district. The Nichols administration expended the available money by purchase of land and build-ings, but nothing was done toward putting the place in condition to be of use to the mothers and children of that section. The place now is regarded as a breeding spot for disease and there is urgent need of changing the area into a desirable recreation space, according to the Mayor.

Mayor Curley today had a conference with Park Commissioner Long relative to the plans for the proposed playground.

RECORD 2/10/30

CURLEY CALLS DOCTORS' HOMF PLAN "WASTE

"A pure waste of funds and no to justify the expenditure," the way Mayor Curley dewav was the scribed the proposed new \$80,000 house for doctors at the Deer Island House of Correction.

He has returned the architects' plans and contract to M. A. Dyer Co. with the remark that some-thing a little might more reason-

able be submitted.

A new doctors' home and a reconstructed building is necessary at Deer Island as the result of a fire last fall and \$135,000 has already been appropriated for the reconstruction of buildings at the island with \$55,000 to be devoted to the old building and the balance \$80,000 for the new house.

CITY ACCEPTS BEQUEST A bequest of \$300 for the Long Island Hospital in the will of Samuel Hershberg, a Russian immigrant of just a few years who died leaving \$50,000 was accepted by the city yesterday.

MAY NAME BOOK TELLS OF MACINNES **FIRE HEAD**

Is Considered One of Country's Best Authorities

John N. MacInnes, considered one of the foremost fire authorities of the country, is under serious consideration by Mayor Curley for the position of Boston fire commissioner, in the event the State Civil Service Commission does not approve the appointment to that berth of former State Senator Edward F. McLaughlin, it was learned last night.

CONFERS WITH MAYOR

Though Mr. MacInnes, who lives with his family at 111 Vermont street, West Roxbury, flatly declines to discuss the matter in any way, it is understood that he was in conference late last week with Mayor Curley at City Hall on the matter, the potential appointee having come here from New York, where he is at present assigned, to talk the matter over.

Mr. MacInnes now is occupied as a field engineer in the inspection department of the Associated Factory Mutua! Fire Insurance Company, \$10,000,000,000 organization, which reaches from Newfoundland to the Gulf of Mexico. He has been with this concern for 17 years, during which time he has covered about every angle pertaining to fire insurfire protection and prevention, as well as fire equipment and the efficiency of municipal, as well as private, fire departments

The potential Hub fire commissioner is only 36 years old. He has never held public office, nor has he ever actively engaged in politics, for the reason probably, as his friends explain it, he always been too busy otherwise.'

RECORD 2/10/30 Pres. Lynch to Be Guest at Banquet

A testimonial dinner will be tendered William G. Lynch, president of the city council in the main ball-

room of the Elks' Hotel tomorrow night by numerous friends and associates. Rep. Eugene Durgin will be presiding chairs and Michael Reidy will be Reidy will be toastmaster Among the invited guests are



BOSTON PORT

Commerce

To increase the boom in the business of the port of Boston, the Maritime Association of Boston Chamber of Commerce has prepared an attractive book on the advantages of using this port and has made a world-wide distribution

The book, a 44-page document with illustrations and a large map, was pre-pared under the direction of Frank S. Davis, manager of the Maritime Association.

It contains the rules and regulations of the port, the practices and rates and also a comprehensive description of the port, the water front and all facilities available to shippers, importers and exporters

information of strangers, contains facts and figures which will interest the Bostonian who prides himself on a knowledge of the city and its business. gives a complete description of the 140 miles of water frontage, lists all the channels in the harbor, all the rivers emptying into the harbor and the bridges over the rivers.

HERALD 2/10/30 GREATER BOSTON PLAN DEFENDED BY CORBETT

Mayor's Secretary Addresses Common Cause Forum

Terming officials and citizens of municipalities who object to Mayor Curley's plan for a coalition of surroundcities and towns into a Boston," as nothing but "Don Quixotes, fighting windmills." Arthur B. Corbett, secretary to the mayor, last night made a vigorous defence of the project and discussed its advantages at length in an Common address before the Cause Forum at Franklin Union hall

"We need to become industrially minded, instead of individually minded," he declared, pointing out that the advantages which would accrue under the Curley plan would far offset any possible disadvantages.

debate between four Boston College men on the adoption of the Curley lege men on the adoption of the Curiey program preceded the Corbett speech. Edward A. Connelly of Dorchester, Edward A. Hogan of Needham, Francis J. Bertsch of West Roxbury and John J. Wright of Hyde Park presented varying views of the subject. A vote taken on the floor indicated that a majority of the audience were in favor of the adontion of the Greater Boston project.

Mayor Curley and the city council.

The commit-tee is headed by Albert Hines as chairman and William Santry as chairman and William Santry as treasurer and includes, among oth-ers, Jim Maloney and Dick "Honey-boy" Finnegan. The entertainment will be in the hands of Billy Mur-ray, Henny Drohan. George Mac-Kinnon and the star performers.

THE BEAUTIFIED BASIN

The plans which Mayor Curley announced on Saturday for the widening of Charles street, between Cambridge and Leverett streets, and for the rearrangement and enlargement of the playground and athletic facilities at the Charlesbank, coincide with the general program for Issued by the Chamber of the improvement of the Basin ordered by the Legislature last year and, in large measure, made possible by the \$1,000,000 gift of Mrs. James J. Storrow. In fact, all the items included in the mayor's plan, including the exchange from the state to the city of land below the dam and along Nashua street extension, and the construction of the vehicular circles at Charles and Cambridge streets, and at Charles and Leverett streets, are authorized by Chapter 371, Acts of 1929. The consent of only the Board of Street Commissioners and of the Mayor is necessary. The sale of bonds up to \$1,000,000 is authorized to meet the cost of the project. Thus this important improvement in the West End should be begun and completed within a short time.

The Metropolitan District Commission's plans for the rebuilding of the Esplanade above The book, although designed for the the Longfellow bridge and its extension to Cottage Farm bridge have not, however, been made public. Their announcement within the next few weeks will be followed by one or more public hearings at which opportunity will be afforded "for suggestions of changes or modifications in such plans and specifications." As the original idea of building a boulevard through the reservation from Cottage Farm to Cambridge street was specifically rejected by the Legislature, this will not be included in the Commission's plans. But interest in the Esplanade and the Basin is so widespread that a large attendance at the hearings is assured.

The most conservative of Beacon street residents will approve the Commission's plans. They will, in general, provide for a 250-foot widening of the Esplanade by means of a fill-in

DOWN-TOWN SAND

The sea-sand which the excavators of the Post Office site have discovered is of more interest to the public and to the occupants of the massive buildings in the vicinity than to the students of old time Boston. The Dock Square of other days extended to the northeast corner of the tract, and presumably ships tied up there. The municipal cartographers would have been surprised if the borings had shown no marine evidence. Much of Boston is made land, The names which have survived-for example, Fort Hill Square, Tremont and Dock Squareare reminders of the changes which have taken place within a few generations.

If the borers had gone deeper, they would perhaps have found traces of what the geologists call Lake Shawmut. This once covered the whole Boston basin. Finally, the ice barrier which separated it from the sea gave way, and the lake drained into the ocean and became

one with it.

\$2,485,000 LOANS FAVORED BY COUNCIL

Include \$1,000,000 Sewerage Works

Mayor Suggests Sale of Old North **End Police Station**

A total of \$2,485,000 was either appropriated or recommended in seven loan orders that yesterday afternoon came before the Boston City Council at its weekly meeting.

They included \$1,000,000 for sewerage works, \$750,000 for improvements at Columbus Park and the Strandway in South Boston, \$350,000 for a new fireboat, \$275,000 for alterations to the courthouse and police station in East Boston, \$45,000 for a memorial to the founders of Boston, \$40,000 for play-ground purposes at Webster av, North End, and \$25,000 for purchase of land for playground purposes in the West

Jointly the Council passed the orders for \$1,000,000 for sewerage works and \$750,000 for Strandway improve-ments, and the others went to Council committees where they were reported upon favorably.

Mayor Curley, in an order, recom-mended the sale of the city property at Commercial and Battery sts, North End, formerly used as Police Station 8. The land, 5323 square feet, ussessed for \$5.50 a square foot, is valued at \$29,000 by the assessors, and the building is assessed for \$1000.

The Mayor also recommended public auction of 66,672 square feet of land at Chestnut Hill av and Commonwealth av, known as Cleveland circle. The land was originally procured for playground purposes but is now not needed because of the availability of other nearby property also owned by the city. The upset price on the Cleveland circle land is \$100,000.

An order of Councilor Ruby of Rox-bury was passed under suspension of rules, calling for flood projection lights in order that tennis could be played at aight on the tennis courts at Franklin

Field, Dorchester.
The Council also acted favorably on the order of Councilor Mahoney of South Boston, recommending that a site for a memorial be set apart at Marine Park, South Boston, to commemorate the deeds of the sailors on board the U. S. S. Kearsarge in the Civil War. The memorial will be either an anchor or a bronze bas relief.

The chances of Allston Post, V. F. W., obtaining quarters in the old fire-house on Chestnut Hill av, at a nominal rental, grew less yesterday when Supt of Public Buildings Englert wrote the Council that the new school wrote the Council that the new school building department has already asked for the abandoned building for drill purposes under the supervision of the Public School Department.

The bequest of \$300 left Boston by Samuel Hirshberg, late of this city, in his will, was accepted by the Council.

Council.

HEAR CURLEY PLAN OF DISTRICT "FIN COM"

'Definite Financial Policy' Advocated by Bilodeau

Mayor Curley's bill for appointment of a finance commission to investigate expenditures of the Metropolitan District Boards was given a hearing yesterday before the Legislative Committee on State Administration.

Thomas H. Bilodeau, legislative counsel for the city, said that in filing the bill the Mayor was not finding any special fault with the Metropolitan District Commission and explained District Commission and explained that the proposed finance commission would consist of nine members and would be appointed by the County Commissioners in the Metropolitan district to serve for five years at a

salary of \$8000 a year.
"Each year," said Mr Bilodeau,
"the Metropolitan District Commission is authorized and directed to do certain things and when they come before the Legislature we have to take them, hit or miss. There's no defined program. There isn't anyone to make a study and determine a definite financial policy. There isn't anyone with account at the present time to study the finan-

cial problem.
"If something of this sort isn't done, sometime before very long, there is going to be a tremendous amount of trouble concerning Metropolitan district improvements. We've got to ar-

rive at some solution of the problem."

Mr Bilodeau said that the bill was not intended as a step toward the abolition of the Boston Finance Commission. He said that he couldn't see any connection between the two.

Representative Charles S. Sullivan Jr of Boston, who filed the bill for the Mayor, urged favorable action. Said he, "I personally think that Boston is Santa Claus for the Metropolitan dis-trict."

"Why shouldn't it be?" shot back Representative Horace T. Cahill of "It gets all the improve-Braintree. ments. Braintree hasn't had a cent piece spent on it, yet it must contribute."

Francis X. Tyrrell of Chelsea said he believed that the expenditures of Metropolitan district should be subject to some survey. He asked the committee to submit a questionnaire to the Attorney General asking him to define clearly the powers of the State Commission on Administration and Finance because he thought that the power to investigate, as proposed in the Mayor's bill, already rests in that department.

WILSON TO STUDY THE CURLEY POLICE PLAN

Police Commissioner Herbert A. Wilson yesterday announced he would make a study of the proposed plan of Mayor Curley to consolidate police divisions 1, 3, 4, and 5 in a new police building, large enough to accom-modate the four organizations.

The plan will not go through for at least a year, if it materializes at all. This would mean the abandonment of the buildings of the Hanover, East Dedham, Joy and LaGrange-st police

OFFERS BEAUTY PLAN FOR POSTOFFICE SQ

Suggestion to Curley by Head of Bank Trustees

H. K. Hallett, chairman of the board of trustees of the Atlantic National Bank, yesterday sent a letter to Mayor Curley in which he asked if it were not possible to protect from unnecessary parking and traffic the center of Postoffice sq, and maintain within the curbing a small plot of green grass and shrubs, thus changing a "displeasing aspect into one of beauty."

The letter follows: "A week ago today through your efforts, I am fully convinced, we re-ceived a deed of the remnant of 'Bath ceived a deed of the remnant of 'Bath st' without which we could not erect the building which had for months been planned. In behalf of our board, as well as for myself, I thank you for so promptly making possible the purchase by us from the city of this land at a price which had been agreed upon by the Street Commissioners and ourselves.

"This morning the steam should are

ourselves.

"This morning the steam shovels are on the job, and both architects and contractors have been urged to proceed with the greatest possible diligence. Thus has your energy and your determination to carry forward the progressive policy announced at the outset of your administration born fruit.

"Now, may I make a suggestion which I think is well worth considering?

"Postoffice sq, as it has existed for many years, has been cluttered by miscellaneous parking, the exchanging of loads by truck drivers, and even the assembling of ash cans, with the result that, notwithstanding the result that, notwithstanding the adornment by the Angell Memorial, it is in the main unsightly. Is it not possible to protect from unnecessary parking and traffic the center of the

parking and traffic the center of the square, and maintain within a curbing a small plot of green grass and shrubs, thus changing a displeasing aspect to one of some beauty?

"To me it seems that such a spot would impress most favorably all out-of-town visitors to this part of the city and that it would afford satisfaction to those who pass daily through the square."

OLD BOSTON ETCHINGS

FOR MAYOR'S SUITE Eight signed artist-proof etchings of old Boston will adorn the Mayoral

Sutte at City Hall within a day or so.
Yesterday Mayor Curley received
from Richard Mitton, president of Jordan Marsh Company, a set of etchings, the work of George T. Plowman,

ings, the work of George T. Plowman, noted etcher, whose services were secured by the Jordan Marsh Company for the tercentenary celebration.

Mr Mitton told the Mayor in his communication that only 350 editions of each subject were made and then the original plates were discarded. The company sent the etchings in the belief they would be appropriate during lief they would be appropriate during the tercentenary and throughout the years to come.

bration.

beyond Columbus park.

The council approved the appropriation of \$25,000, which will be paid to the State for land of the Common-

wealth at Nashua and Brighton streets,

Meridian and Paris streets.

Engine 31 will be replaced by a brand new fireboat at a cost of \$350,000. Fin-

ally, the council approved the Mayor's

order for \$45,000 to provide a memorial

fountain of bronze and granite to mark

the founding of Boston on a site on the Common opposite 50 Beacon street in

connection with the tercentenary cele-

000 for the erection of a fire-resisting bathhouse at L street, South Boston, and the extension of the strandway

HITS POLITICAL CONTRACTORS

POST 2/11/30

Curley Stays Only Reputable Firms Will Win

As spokesman for the labor group co-operating with the Mayor in an ef-

up on the so-called "roll-top desk con-tractors" and intended to do everything in his power to drive them out of city work. "It will be hard to drive them out if they have bank accounts and post bonds under the law, but I think we can 'get rid of them," said the Mayor.

Political contractors, who carry their offices round in their hats, will be barred from City Hall like their brothers, the "sidewalk brokers," Mayor Curley informed a group of labor leaders late yesterday in voicing his intentions to grant city contracts in the future to reputable contracting firms on every possible occasion.

fort to make Boston a strikeless city, Secretary E. A. Johnson of the Boston Building Trades Council, suggested that the granting of contracts only to repuwould do much to relieve table firms we

The Mayor stated that he had checked

to provide a municipal playground for the children of the West End. For the youngsters of the North End, \$40,000 was made available for the equipment of the Webster avenue playground. For East Boston the council approved the Mayor's loan order of \$275,000 for The City Council yesterday voted to authorize the expenditure of \$2,485,000 improvements, additions and alterations to the East Boston District Court House and police station seven at

for the construction of sewers, the completion of the South Boston strandway and other developments, which will be started as soon as the engineering plans are prepared.

VOTES OUTLAY

OF \$2,485,000

Council Provides for Pub-

lic Improvements

Of the appropriations, \$1,000,000 will go bowards the construction of throughout the city, but principally in the new residential streets which will be laid out and accepted by the city this year.
The next largest item provides \$750.-

CITY HALL NOTES

Eight beautiful etchings of historical sites of old Boston, the work of George T Plowman, the noted etcher, were presented yesterday to Mayor Curley at City Hall by President Richard Mitton on behalf of the Jordan Marsh Company.

Crowded for space for his municipal departments at City Hall Annex, Mayor Curley last night ordered Public Buildlings Superintendent John P. Englert to collect a rental of \$70,000 for the use of the 10th floor by the new school buildings department, or else order them out.

That the new department was plan-

ning to get out, anyhow, was indicated by Chairman Richard J. Lane of the new board of commissioners of school buildings, who stated that they have been shopping round for larger quarters in nearby private buildings for some months.

The removal of the school buildings department would permit the Mayor to return to City Hall one of the departments like the transit, or the law department, for which he is now paying rentals for quarters on Beacon street The money thus saved would be used for public improvements.

Elaborate plans for a new doctor's building at the House of Correction on Deer Island were ordered scrapped last night by Mayor Curley, who characterizes them as a "pure waste of public funds and unjustified."

He ordered that the \$80,000 estimated cost of the building be cut in half and that a more "utilitarian and less aes-thetic structure" be erected. The orig-inal design, drawn by the M. A. Dyer Company, sought to break away from the so-called prison architecture, turn-ing back to the old Colonial form for the Tercentenary celebration.

Old Police Station 8 on Battery street, which was used by the harbor police until a few years ago, will go under the auctioneer's hammer, as a result of an order sent yesterday by Mayor Curley to the City Council.

An upset price of \$23,000, the assessed valuation of the land, was fixed in the order, as the building is assessed for only \$1000.

He will also auction off the square feet of land owned by the city at Cleveland circle, which was taken some time ago by the city at Commonwealth and Chestnut Hill avenues. Brighton, as the site of a proposed playground. An upset price of \$100,090 for this parcel was placed by the Mayor.

HITS PARKING IN P. O. SQUARE

Banker Suggests Plot Around Fountain

Barring of automobile parking in the centre of Postoffice square and the con-struction of a grass plot around the Angell memorial horse fountain, was Angell memorial horse fountain, was suggested yesterday by Chairman H. K. Hallett of the board of directors of the

Atlantic National bank, in a letter to Mayor Curley.

The Mayor has taken the suggestion under advisement. After thanking the Mayor for selling a portion of dead-end Bath street to permit the bank to erect a \$1,000,000 addition in Postoffice square, Chairman Hallett declared that for many years the square has been cluttered by miscellaneous parking, the ex-changing of loads by truck drivers and even the assembling of ash cans, mak-

even the assembling of ash cans, making it in the main unsightly.

"Is it not possible to protect from unnecessary parking and traffic the centre of the square, and maintain within a curbing a small plot of green grass and shrubs, thus changing a displeasing aspect into one of some beauty. To me it seems that such a spot would impress most favorably all out-of-town visitors to this part of the out-of-town visitors to this part of the city, and that it would afford satisfaction to those who pass daily through the square," stated Chairman Hallett.

RECORD 2/11/30 House Defeats Bill to Put Vet in Civil Service

On a rollcall vote, 87 to 106, the House yesterday turned down the bill providing that one member of the Civil Service Commission shall be a veteran. The House refused to substitute the bill for an adverse committee report.

RECORD 2/11/30

BACK CURLEY PETITION FOR FINANCE PROBE

A bill based on Mayor Curley's petition for a finance commission to investigate expenditures of metropolitan district boards was strongly urged at a hearing before the legislative committee on state administration yesterday.

Rep. Charles Sullivan of Charlestown represented Boston as the "Santa Claus" of the whole metropolitan district. This brought from Rep. Horace T. Cabill of Braintree, member of the hearing committee, the pointed query:

"Why shouldn't it be? It (Boswhy shouldn't to be: It (Bos-ton) gets all the improvements. Braintree hasn't had a five-cent piece spent on it, yet it must con-tribute."

Thomas H. Bilodeau, Boston spe cial legislative counsel, said the proposed commission would be composed of nine members, each serving five years with \$8000 annual salary. The Boston mayor would appoint four members on behalf of Suffolk County. The Mid-dlesex County Commissioners would name two and Essex, Norfolk and Plymouth County Commissioners one each.

Bilodeau said the mayor finds no especial fault with the district com-

"When they come before the Leg-islature we have to take them nit or miss. There isn't anyone to make a study and determine a definite financial policy."

HERALD 2/11/30

Mayor Demands \$70,000 Rental from The School Buildings Department

nual rental of \$70,000 for practically executive of the city. the entire 10th floor of City Hall annex was made upon the new department of ment has no legitimate right to demand school buildings yesterday by Mayor quarters in the municipal building, be-

The implication contained in a communication which he sent to Richard J. Lane, chairman of the commission, was that unless a guarantee is forthcoming that the rent will be paid from the funds of the commission, a mayoral order dispossessing the department of been some talk that quarters outside of

Mayor Curley questions the right of the school buildings department to share the recognition and privileges it is probable that the department will granted to other municipal departments | move.

Demand for the payment of an an-+which are under the control of the chief

On the assumption that the departcause it is an independent adjunct of the municipal government, answerable only to itself, the mayor has unexpectedly raised the issue of the payment

What answer the commission will make is problematical, but as there has its present quarters will be promulgated. City Hall would be established, because of insufficient space in the headquarters of the old schoolhouse commission, which was under control of the mayor

MAYOR WOULD FORCE UNCLE SAM TO BUILD

Enlists Cong. Douglas in Attempt to Get Machine Shop at Drydock

The services of Congressman Douglass were enlisted by Mayor Curley yesterday in an effort to force the building of the machine shop adjacent to the drydock in South Boston, which was planned more than 10 years ago. Every year for eight years an appropriation of \$400,000 has been inserted in the budget of the Boston navy yard, which is submitted to the committee on naval affairs. The committee has deleted the item each time.

Comdr. Earl F. Enright, production superintendent at the navy yard, said yesterday that the structural steel at the drydock was brought there from a wartime government building at Providence, and that it has not been deteriorating, as advocates of the machine shop charged.

Curley Puts Ban on \$80,000 Palatial Home for Doctors at Deer Island

No palatial home will be built at | Deer island for the doctors attached to the House of Correction. In no uncertain terms Mayor Curley declared certain terms Mayor Curley declared yesterday, when he refused to approve a contract for the erection of a building to cost \$80,000, that he would not be a party to "a pure waste of funds." He added that it was his opinion that no argument could be advanced to justify such an expenditure such an expenditure.

He returned the architect's plans and the contract to the penal institutions department with a brief note that plans for a building to answer the necessary

purpose, which would cost far less than \$80,000, would meet with his approval. The plan to erect a house for the

damaged by fire at the island, last year, was accepted during the closing months of the Nichols admnistration.

The papers presented to the mayor yesterday for his approval specified.

yesterday for his approval specified that of the \$135,000 appropriated last year, \$55,000 was to be devoted to the reconstruction of the old building and \$80,000 for the new doctors' home. The r-yor was emphatic in his disapproval of such an expensive home at the island.

Curley Napoleon, Man of Ambition, Says Cambridge Foe of Mayor's Plan

Characterizing Mayor Curley as Napoleon and a man of political ambition, Councilman Patrick J. Delaney of Cambridge, in a talk last night before the Inman Square Business Men's Association at Beacon hall. Cambridge, bitterly opposed Boston's mayor in his plan for a metropolitar Boston, and told merchants of Cambridge that any such plan as the mayor suggested should such plan as the mayor suggested should

be balked.

He pictured the mayor as "standing on School street, and scanning the great metropolitan area as the fourth largest city in the world." He said the project would be a great thing for Boston, and would undoubtedly help it, but as far as smaller towns and cities were concerned they would be completely swallowed up by politics.

He spoke of the night clubs in Boston, characterizing them as dedicated to gambling and vice, and said that such places were swept from Cambridge before they started, as were the saloons before prohibition.

He said the entire project was noth-He said the entire project was nothing but a play on words, and was a municipal myth; not Curley with a vision, but Curley with a mirage.

In regard to a reduced tax and water rate, he said Cambridge would not

rate, he said Cambridge would not profit, as it now had a better proportionate rate than Boston.

He said Cambridge was preparing a building program which would make it the envy of the state, and if it were to be a part of Boston no such thing would be possible. would be possible.

ASK METROPOLITAN **COSTS BE WATCHED**

Curley Bill Supporters Says Boston Is 'Santa Claus'

Following a hearing yesterday the legislative committee on state administration took under advisement a bill of Mayor Curley for the appointment of a finance commission with authority to scrutinize expenditures and administrative methods of the several metropolitan district boards.

Thomas H. Bilodeau, legislative counsel for Boston, in presenting Mayor Curley's views, explained that the proposed finance commission, which would be appointed by the county commissioners, would be empowered to investigate any and all matters relating to expenditures, accounts and methods of administration of the metropolitan boards, and to examine into all proposed legislation involving appropriations or loans and to report periodically to the Governor and General Court.

Representative Charles S. Sullivan. Jr., of Boston, who filed the bill for Mayor Curley, said that Boston has been "Santa Claus" long enough for the metropolitan area in footing the bills for improvements. Francis X. Tyrrell of Chelsea, favoring the legislation, said, "I don't blame Boston for being disturged. I believe all the expenditures of the district should be subject to some survey."

CURLEY DEFIES TAX TITLE 'GANG'

Orders Property Taken for \$1.000.000 Due-Political Contractors Hit

PURGE CITY HALL OF GRAFT, ULTIMATUM

Political contractors, tax title "racketeers" and "sidewalk brokers" became objectives of attack by Mayor Curley yesterday. He met the tax title situation, the development of the refusal of the "racketeers" to pay taxes of \$1,000,-000 upon property assessed for more than \$30,000,000, by directing the law department to proceed forthwith to collect the money due the city.

In the afternoon he launched an offensive against the political contractors, "whose offices are located in their hats," and their twin brothers, the "sidewalk brokers" and officially declared that they will be barred from City Hall.

The mayor's declaration was made to a group of labor leaders and building trades employers who again conferred with him about making Boston a strikeless city during the current year. The only progress noted was an accord between Secretary Ernest Johnson of the Building Trades Council and James T. Scully of the employers' association that they will be able to announce within 10 days whether or not Boston building trades will have absolute freedom from labor controversies for at least

In the morning the mayor confessed that he had accepted the challenge of the tax title "sharks," who have refused to pay taxes upon property bought at sales for non-payment, but who have regularly collected rents from occupants of the premises to which they hold tax titles.

The mayor expressed satisfaction that the "sharks" will pay the taxes which they have defiantly refused to turn over to Collector Johnson. The law department will start foreclosure proceedings in the land court and ask that the cases be given preference over all pending matters in that court.

In the afternoon the mayor announced that he intended to give city contracts on to reputable firms. He ruled the "political" and the "roll-top desk" contractors out. "It will be hard to drive them out," he admitted, "if they have bank accounts and post bonds under the law, but I think we can get rid of them."

COUNCIL BACKS \$2,485,000PLANS

Votes Apropriations for Sewer Work and Columbus Park Project

NEW STEEL FIREBOAT TO COST \$350,000

Appropriations of \$2,485,000 were authorized or given favorable readings by the city council yesterday. Of this sum \$1,000,000 was made available for sewer construction and \$750,000 for the completion of Columbus park and the Strandway in South Boston, projects on which work can be started as quickly as necessary preliminary plans can be formulated.

Recommendations of Mayor Curley which the council accepted provide \$350,000 for a new steel fireboat to replace engine 31; \$275,060 for an addition and alterations to the East Boston country, and region, tation 7; \$45,000 courthouse and police station 7; \$45,000 for a memorial to the founders of Bos-ton to be erected on the slope of Beacon street; \$25,000 for the payment to the commonwealth of the price agreed on for land in the West end to be converted into playgrounds; \$40,000 for the completion and equipment of the Webavenue playground in the North

RECOMMENDS SALE

Mayor Curley recommended the sale for \$100,000 of 66,000 feet of land at Chestnut Hill avenue and Commonwealth avenue, acquired for playground purposes, but unsuited for such development because of the availability, nearby, of 371,000 feet of land, already owned by the city as well as the sale for \$29,000 of the abandoned harbor police station Commercial and Battery streets.

Councilman Thomas H. Green sponsored an order asking Mayor Curley to suggest to all circus companies, plan-ning to exhibit in Boston this year, to make plans to obtain show grounds in Charlestown.

Councilman Ruby asked for the installation of projection flood lights at the tennis courts at Franklin field in order that players may be able to enjoy the game at night.

RECORD 2/11/30 New Board Must Pay Rent to City or Move

The new commission on school buildings will have to vacate the entire floor of the City Hall annex which they are now occupying or pay \$70,000 a year rent to the city, Mayor Curley informed the com-mission yesterday. The mayor holds their functions are outside his authority.

MAY CONSOLIDATE **4 POLICE DIVISIONS**

Mayor Plans One Station for 1, 3, 4 and 5

The consolidation of police divisions 1, 3, 4 and 5 in a new station of sufficient size to provide adequate accommodations for the four district police organizations is planned by Mayor Curley. He asked Police Commissioner Wilson yesterday to determine in what part of the consolidated divisions the proposed station should be located. The mayor has no intention of embarking upon this unorthodox change

barking upon this unorthodox change in the policy of the police department this year, but he believes that the con-ditions of the buildings where the four divisions are now located warrant the adoption of a plan which will provide a program that will be available when the decision is made to erect a rew

Such a plan would mean the aban-donment of the old and antiquated station houses on Hanover, Joy, Lagrange and East Dednam streets and would result in the consolidation of four of the principal in-town divisions.

the principal in-town divisions. There has been a suggestion for the abandonment of the Lagrange street station and the consolidation of divisions 4 and 5 but Mayor Curley added considerably to the scope of such a plan by adding the Joy street and Hanover street divisions.

MAYOR SEEKS FEWER FIRE DEPT. STATIONS

Replacement of existing fire stations, which have outlived their usefulness, is contemplated by Mayor Curley. His plan is to spend about \$300,000 a year for a period of years to give Boston modern

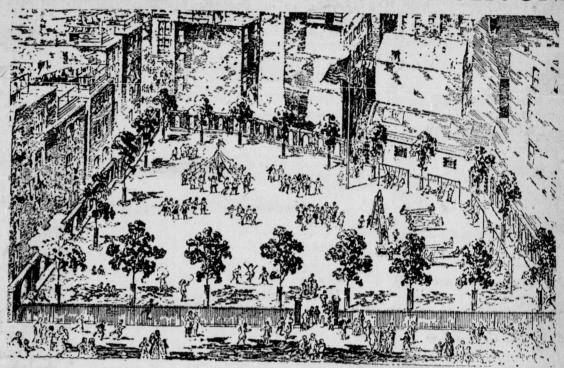
stations. In pursuance of the idea he has asked Acting Fire Commissioner Hultman to study the possibilities of consolidation of stations with a view to decreasing the number which are now maintained.

JORDAN'S PRESENTS CITY OLD BOSTON ETCHINGS

Jordan Marsh Company has presented the city eight signed artist-proof etchings of old Boston which will be placed in the mayor's office. The gift was made by Richard Mitton, president of the firm. The etchings are the work of George T. Plowman, whose services were obtained by the Jordan Marsh Company for the tercentenary program.

Mr. Mitton told Mayor Curley that only 350 copies of each subject have been made and that the plates have been destroyed. The gift is in the nature of recognition of the tercentenary year but the value of the etchings is permanent and they will doubtless be on display in City Hall for many years. GLOBE 2/11/30 AM.

CURLEY ASKS \$40,000 LOAN FOR WEBSTER-AV PLAYGROUND



PLAYGROUND PROPOSED FOR WEBSTER AV, NORTH END

ion park on Webster av, North End, was requested by Mayor Curiey in an order received by the City Council yesterday. The Mayor urged favorable action so that able action so that the work may begin at once.

When Mayor Curley was in office

A loan of \$40,000 to build a recreation park on Webster av, North End, as requested by Mayor Curley in a order received by the City Council passage extending from Hanover st, North End, to Unity st, that district. The Nichols Administration expended the available money by purchase of land and buildings, but nothing was plans

done toward putting the place in condition for use as a park. There is urgent need for the park, according

to the Mayor. The chief executive went conference with Park Commissioner Long yesterday afternoon, relative to, plans for the proposed park.

CURLEY WANTS ACTION ON DRYDOCK SHOP

For 10 years beams and steel for the erection of a machine shop at the drydock near the Army Base, South Boston, have been permitted to rot and rust through failure of Congress to provide \$400,000 for the erection and equipment of the plant, Mayor Curley yesterday wrote Congressman Douglass of Boston, at Washington.

Mayor Curley told the Boston representations of the plant of the Boston representations of the plant of the Boston representations.

Mayor Curley told the Boston representative that the item was always included in the Boston budget of the committee on Naval affairs, but up to the present it has never got beyond that stage.

Mayor Curley believes the building of the proposed machine plant would enhance the value of the drydock property, in addition to providing relief in the employment of many mechanics unable to secure work.

MAYOR WOULD ABANDON **OLD FIRE STATIONS**

Fire Commissioner Hultman yester-day was asked by the Mayor to con-sider the further consolidation of fire stations with a view of abandoning several of the old houses in use. Mayor Curley believed that \$300,000 could be expended annually over a period of years in a building program.

CONFER AGAIN ON PLAN FOR STRIKELESS CITY

Mayor Curley and representatives of employer and trades groups met at City Hall yesterday for further discussion of plans to have Boston a strikeless city during the next two years, but no definite agreement was reached.

This was due, however, to the fact that there is pending a final meeting of the international bodies in Wash-ington, March 5, relative to the jurisdiction of work and the adjustment of several minor matters between the employer and the employe.

Arrangements were made for another meeting of the local committee within the next 10 days, when it is believed some agreement can be reached whereby work will be started on a building program of several mil-lions and the strike made a dead issue

lions and the strike made a dead issue here for the next couple of years. In the mear, time Pres James T. Scully, and E. A. Johnson, secretary of the Building Trades Council, will confer with the labor organizations in an effort to have them cooperate with the Mayor's idea for the strikeless city.

CALLS DEER ISLAND PLAN WASTE OF MONEY

Declaring that an \$80,000 building for the doctors at Deer Island was a pure the doctors at Deer Island was a pure waste of public money, Mayor Curley yesterday returned the contract and wrote the architects that they should revise their plans. Mayor Curley told the architects that he desired a building that would be more useful and the architects that he desired a building that would be more useful and less ornamental, and one that would cost about half of that required to erect the structure they planned.

The proposed building is in connection with the \$10,000,000 hospitalization program inaugurated during the less than the structure of the structure of

tion with the \$10,000,000 nospitalization program inaugurated during the last administration. About \$135,000 will be expended at the island correctional institution, and of the total \$5000 will be used in reconstructing the old building now used by the physicians at the in-

SAYS MAYOR CURLEY HAS 'GONE NAPOLEON'

Cambridge Councilor Hits Boston Merger Plan

Declaring that Cambridge has everything to lose and nothing to gain by a merger with Boston, Councilor Patrick J. Delaney of that city last night characterized "Metropolitan Boston" as "Mayor Curley-gone Napoleon" in a flery speech of protest before the Inman Square Business Men's Association in Beacon Hall, Cambridge.

In calling upon the citizens of Cam« bridge to kill it, as far as Cantabrigians are concerned, Councilor Delaney termed it a serious civic question, backed by the force of Mayor Curley and a favorable press.

At several points in his talk the Cambridge Councilor praised Boston's chief executive for his loyalty to Boston, and termed him an able Mayor.

The speaker went into detail on the subject and reviewed probable results to Cambridge, if any federation of the cities and towns in Metropolitan Boston is successful.

WANTS STATUES CLEANED FOR TERCENTENARY CROWD

Mayor Curley said yesterday that he was having an investigation made to see what it would cost to clean up the numerous public monuments, statues and memorials in the city, so they and memorials in the city, so they would be in more presentable condi-tion for the inspection of the thousands sure to view them in connection

with the Tercentenary celebration.

The Mayor believes it would cost a considerable sum to give the great heroes and the works of art a bath, but he feels it has not been done for many years.

MUST PAY RENT OR QUIT CITY HALL ANNEX ROOMS

The School Building Department will have to pay a rental of \$70,000 a year to the city of Boston or give up the offices maintained on the 10th floor of City Hall Annex, Mayor Curley yesterday informed Richard J. Lane, chairman of the new commission which replaced the old Schoolhouse Commission, appointed by the Mayor. Mayor Curley believes the new department has no right to take up space needed by city departments that func-

partment has no right to take up space needed by city departments that function under the Mayor.

He pointed out that the commission operates outside the authority of the Mayor except for the signing of contracts, and that being the case, the department should pay rent or find other quarters.

other quarters.

It is understood that the quarters now being used by the School Building Defartment in the annex are too small and the School Building Commissioners have been looking around for more adequate offices.

CURLEY SEEKS DATA ON NEW POLICE STATIONS

Looking toward the future consolidation of four city police stations into two, Mayor Curley yesterday wrote Police Commissioner Wilson requesting him to determine the best locations for

two new police buildings.

One will be centrally located to serve the North and West Ends, now covered by Stations 1 and 3, respectively, and the other will be erected so as to take care of the downtown section and that part of the upper South End now patrolled from the East Dedham-

RECORD 4/11/30 Consolidation of Fire **Houses Considered**

Mayor Curley has instructed Acting Fire Commissioner Eugene C. Hultman to consider further the consolidation of fire engine houses, especially those known as combination companies, with a view of doing away with many old buildings. The mayor stated that an amount of approximately \$300,000 could be spent annually for a period of years on new fire stations.

To Pick Site for New **Hub Police Station**

Police Commissioner Herbert A. Wilson, at the request of Mayor Curley yesterday, will determine in what section of the city it would be desirable to locate a new police station which will house stations 1, 3, 4 and 5. It is not expected that the combination station house will be built this year, said the mayor, but it is well to plan ahead for such a program.

POST 2/12/30 NO ACTION ON MAYOR'S FOUR

Civil Service Board Sends Letter to Curley

The State Civil Service Commission yesterday approved Mayor Curley's appointment of Michael H. Corcoran as a member of the sinking fund commis-

The commission announced ne action on any other appointments of the Mayalthough it interviewed Theodore C. Haffenreffer and John J. Martin, ap-pointed park commissioners, and Miss Helen C. Galvin, city registrar, yester-

With reference to the four other pending appointees, Joseph A. Conry as traffic commissioner, Joseph A. Rourke as commissioner of public works, James E. Maguire as institutions commissioner, and Edward A. McLaughlin as fire commissioner—Chairman Elliet H. Goodwin of the civil service commission last night sent a letter to Mayor Curley.

night sent a letter to Mayor Currey. Goodwin declined to make known the contents of the letter in any way.

The fime for action by the civil service commission on these four commissioners expired last week, but their names were sent back by the Mayor for further consideration.

BIG DINNER FOR WM. G. LYNCH

Also Councillor \$1000 by Admirers

Cheered for higher office in both State and municipal politics, City Councilior William G. Lynch of South Boston, president of the Boston City Council, was given a "double victory" dinner by more than 500 enthusiastic friends last night at the Elks Hotel.

The hope for his political advancement was given voice by Judge Edward L. Logan of the South Boston District Court, who paid high tribute to the service of President Lynch in behalf of the residents of his home district. Cheered for higher office in both State

the residents of his home district.

the residents of his home district.

Representing the people of the district Chairman Albert H. Hines of the dinner committee presented the Council president with \$1000 in gold, while his colleagues in the municipal government offered him as a token of their esteem an onyx double desk set, mounted with a golden double eagle, the presentation being made by Councillor Robert Gardiner Wilson of Dorchester, former South Boston resident. Boston resident.

Boston resident.

To the president's mother, Mrs. John
B. Lynch, an immense floral bouquet
was given by the committee as she sat
with the Councillor's father and other
members of their family, listening to the glowing tributes to her son.

Mayor Curley was represented by his secretary, Arthur B. Corbett, who re-ferred to the Council president as "the junior mayor of Boston, who is carry-ing on the fight against the scheming and conniving State leaders, who would strip all authority from Boston.

strip all authority from Boston.

Among the speakers who lauded the honor guest were Eugene P. Durgin, presiding chairman; Michael J. Ready, toastmaster; Judge William H. McDonnell, Councillors Michael J. Mahoney of South Boston and Joseph McGrath of Dorchester; "Jim" Maloney, heavyweight boxer; State Senator Joseph J. Mulhern, State Senator Robert J. Bigney, Representatives James J. Twohig and William P. Hickey and John F. Hardy, representing Congressman McCormack.

GLOBE 2/12/30 AM MAYOR SIGNS TWO ORDERS. GIVES PEN TO LOMASNEY

The pen which Mayor Curley used in signing the orders for two major improvements in the West End was sent yesterday afternoon to Martin M. Lomasney, father of the bills, by the Hayor, through City Councilor John I. Fitzgerald. The orders were for the appropriation of \$1,000,000 for the improvement of Charles st, and for \$65,000 for highway construction and a recreation park in the West End.

Mayor Curley wrote Mr Lomasney he believed the improvements would add materially to the health and happiness of the residents of the district which "you have so long and ably represented." Lomasney, father of the bills, by the

APPOINTEES ARE GIVEN HEARING

Four of Mayor Curley's Selections on Civil Service Carpet

The civil service commission today gave hearings to four appointers of Mayor Curley. No decision on them is expected before evening, because the conferences will last until after office

The appointments considered today were Theodore C. Haffenreffer and John J. Martin, park commissioners; Michael J. Corcoran, sinking fund commissioner, and Helen C. Galvin, regis-

No action was to be taken today on the four appointees which the com-mission turned down and which were later re-submitted by the mayor.

ED M'GLENEN DIES IN HOSPITAL

City Registrar of Births for 30 Years Resigned 11 Days Ago

Just 11 days after he resigned his office with the incoming of a new mayoralty regime, Edward W. McGlenen, for 30 years registrar of births, marriages and deaths at City Hall, died at

riages and deaths at City Hall, died at the Boston City Hospital. Death came at 5:14 o'clock this morning.

He was known to thousands of persons with whom he came in contact through the recording of a new addition to the family, a wedding or the sad details of a death.

Soon after Mayor Curley was chosen, Registrar McGlenen declared that illhealth would make it impossible for him to serve another four years and his resignation followed.

Instead of leaving his home at Lombard street, in the Ashmont section of Dorchester, for a long planned vacation, he went to the City Hospital, suffering from a general breakdown.

He was one of the oldest similar registrars in length of service throughout the country, and it is considered highly probable that he holds a record for re-

cording births, marriages and deaths In July, 1900, he was appointed to that position, succeeding William H. Whitmore, whom he had assisted for six

Whitmore, whom he had assisted for six years. He was noted as a historian, and his study of the famous "Midnight Ride of Paul Revere" aroused much comment. Funeral services will be held Thursday afternoon at 2 in the Second Church at Beacon street and Audubon road. He is survived by his widow, Mary, and two sons, Edward W. Jr., and Harry A.

CHARGES GROUP IN CONTROL OF HUB

An organized group of politicians, including Innes, Fitzgerald, Lomasney, Curley, Bottomly and Goulston, have controlled Boston elections for over a generation, declared John J. Cummings of Boston before the legislative com-mittee on cities at the State House to-

The committee was giving a hearing on Cummings's bill for the nomination by preliminary elections of candidates for mayor and city council of Boston. He declared the man he named wanted to change in the present methods of no change in the present methods of elections. He added that no Democrat had come forward to support his bill. and, although the city is overwhelmingly Democratic, the voters are broadminded enough to elect a Republican occasionally. Representative Lewis R. Sullivan of Boston also appeared in favor of the billl. There was no opposition.

MAYOR FOR FEWER **FIRE HOUSES**

Replacement of existing fire stations. which have outlived their usefulness, is contemplated by Mayor Curley. His plan is to spend about \$300,000 a year for a period of years to give Boston modern stations

In pursuance of the idea he has asked Acting Fire Commissioner Hultman to study the possibilities of consolidation of stations with a view to decreasing the number which are now maintained.

AMERICAN 2/11/30 Negroes to Honor Curley at Big Rally

Mayor Curley will be honored with a special march and speeches of appreciation for his appointment of two negroes, Julian D. Rainey and James G. Wolf as corporation counsel, at a rally celebrating Lincoln's and Douglas birthdays tomorrow at the Ebenezer Baptist Church on W. Springfield st.

Dr. Simon P. W. Drew of New York, former pastor of the Peoples Baptist Church and nominee for candidate for President of the United States in 1932, will announce his platform on this occasion.

Curley Appointees Called Into Parley

Four of Mayor Curley's pointees today were called into conference by the Civil Service Commission at the State House.

They were Theodore C. Haffen reffer and John J. Martin for park commissioners, Michael H. Corcoran for sinking fund commissioner and Helen C. Galvin for city registrar. The conference was private and no assurance was held out by the commission that it would act

LYNCH HONORED AS COUNCIL HEAD

500 Present Him with \$1000 at Hotel Banquet

A gold certificate for \$1000 was presented to William G. Lynch, president of the city council, when 500 of his friends gathered last night at the Elks Hotel to honor him upon his election as councilman and head of the council.

Mr. and Mrs. John B. Lynch, parents of the councilman, and members of the Lynch family were present. Mrs. Lynch was presented with a bouquet of roses. Robert Gardiner Wilson, councilman from Dorchester, representing members of the council, presented President Lynch with a double desk-set as a token of the esteem and respect felt for him by his collapsus by his colleagues.

Judge Edward L. Logan of the South Boston district court, sounded the keynote of the numerous addresses when he said that President Lynch's friends hoped to see him advance to a higher post in the city government.

post in the city government.

Other speakers included Senator Joseph G. Mulhern of Dorchester, Judge William H. McDonnell, Arthur E. Corbett, secretary to Mayor Curley, who brought the executive's greetings, Councilmen Joseph McGrath and Michael Mahoney, Representative William Hickey, Jim Maloney, noted heavyweight fighter, Edward C. Carroll, chief marshal of the Evacuation day parade, and others. Michael Reidy was toastmaster and Representative Evacuation and others. Michael Reidy was toast-master and Representative Eugene Durgin presiding chairman. Dancing fol-

G-20BE 2/12/30 AM

PLAN LINCOLN PROGRAM AT MT CALVARY BAPTIST

meeting commemorating Lincoln's A meeting commendating interests birthday anniversary will be held to-morrow evening in Mt Calvary Baptist Church, West Concord st, under auspices of the Boston trustees of auspices of the Boston trustees of Mary's Manual Training School, Gatesville, N C. Among the speakers will be Mayor Curley, Prof Thomas D. Donnelly of the Dorcheste: High School for Boys; George D. Baker, Dr William T. Eldridge, Frank F. Savage, attorney Percy A. Atherton and Harold Peabody.

attorney Percy A. Atherton and Harold Peabody.

Rev Richard L. Hoskins, LLB, founder of Mary's Manual Training School, will speak on "Attempts by Misguided Groups of Negroes to Attain Social Equality."

There will be a musical program in which Mrs Jennie Wimbley, Miss Bernice L. Spencer and Ernest Johnson will sing and there will be selections by the Mt Calvary Baptist Church quartet.

B. C.-Iowa Game Hangs on Reply from Oklahoma from O

ing to Relinquish Iowa on Oct. 6. Game Is Certain

mayor James Curley or Boston, not re-lated, and obtained assurance that the city would lend a hand in any way possiblt to put the game over in a big way. There is a possibility of the new Memorial Stadium development, a pet project

If, through Oklahoma's generosity, Iowa is permitted to come here Boston College will have outlined one of the most If Oklahoma A. & M. Is Will-strenuous football lists in its history. Catholic University (the opening game). Marquette, Fordham, Villanova. Georgetown, Loyola at Chicago, Boston University and Holy Cross are already posted.

Mayor Lends Hand

Boston to Get Behind Legion Convention Game-B. C.'s Best Schedule

By Austen Lake

Boston College and the local American Legion are playing a waiting game. B. C. is waiting on the Legion and the Legion is waiting on Oklahoma A. & M. College to see if Iowa State's football team can be brought to Boston next October 6 to play in a benefit game during the Legion convention here. It sounds complicated, and in truth it is complicated. But John Curley, B. C.s new graduate manager, is optimistic enough to hold a date on his football schedule open and Dr. J. J. Ward of the Veteran's Bureau says he is momentarily expecting word from Oklahoma

A. & M., which holds the key to the situation, that will seal the deal.

It works this way. Dr. Ward con-It works this way. Dr. Ward conceived the idea of having an important midwestern opponent brought on to play in Boston during the Legion convention, part of the proceeds of the game being devoted to Legion benefits. State Commander John O'Connell was willing, Coach Joe McKenney was willing, and Iowa State was willing. The only hitch was that Iowa had already scheduled a game with Oklahoma A. & M. on the Saturday (Oct. 6) that the National Legion was convening in Boston. Iowa officials said, however, that if the Legion could palaver Oklahoma into relinquishing its contract, they (lowa) would be delighted to accept a guarantee of fifteen thousand or an option of thirty per cent and come on to Boston. And so Dr. Ward popped the question and Oklahoma replied that it didn't think the making Civil Service Board Hears could be adjusted, since schedule-making Civil Service Board Hears replied that it didn't think the matter was a genuinely difficult problem and it would be badly embarrassed if it found a hole to fill at this late stage But with a hole to mi at this late stage. But with the patient persistence that American Legionnaires have become noted for, Dr. Ward ranged on Oklahoma with heavier Ward ranged on Okianoma with heavier ordnance. His fire regulators in Oklahoma City report several close bursts and he is momentarily expecting to fetch

Graduate Manager John Curley of B. C. says that he is eager enough to match his team with Iowa to make a missionary trip out to Oklahoma if necessary and is just now awaiting final sary and Dr. Ward. Where the game word from Dr. Ward. Where the game would be played, in event it is finally would be played, in event it is finally a reality, is another matter. John Cura reality, is another matter. Manager John Curley of the target.

Council Approves \$2,485,000 Outlay

An expenditure of \$2,485,000 for the construction of sewers, the completion of the South Boston Strandway and other developments, was approved by the City Council yesterday.

Of the appropriations, \$1,000,000 will so towards the construction of sewers throughout the city, but principally in the new residential streets which will be laid out and accepted by the city this

The next largest item provides \$750,000 for the erection of a fire-resisting bathhouse at L street, South Boston, and the extension of the strandway beyond Colum-

The council approved the appropria-tion of \$25,000, which will be paid to the State for land of the Commonwealth at Nashua and Brighton streets, to provide a municipal playground for the children of the West End. For the youngsters of the North End, \$40,000 was made available for the squipment of the Webster. ble for the equipment of the Webster avenue playground.

For East Boston the council approved the mayor's loan order of \$275,000 for improvements, additions and alterations to the East Boston District Court House and police station seven at Meridian and Paris

Engine 31 will be replaced by a new fireboat at a cost of \$350,000. the council approved the mayor's order for \$45,000 to provide a memorial fountain of bronze and granite to mark the founding of Boston on a site on the Common opposite 50 Beacen street in connection with the tercentenary celebration.

Four Curley Appointees

Four of Mayor Curley's recent appointees were to appear today before the Civil Service Commission at the State House for the customary personal interview, as a preliminary to the board's confirmation or rejection of the appointees. firmation or rejection of the appointees. Indications are that no finding will be announced by the commission in either instance until late in the day, if then, because the last of the interviews is not scheduled to take place until five o'clock. Those called before the commission are Theodore C. Haffenreffer and John J. Martin, named to the park commission:

Martin, named to the park commissions.

Michael H. Corcoran, sinking fund commissioner, and Helen C. Galvin, city registrar.

HERALD 2/12/30 LOMASNEY GIVEN CHARLES ST. QUILL

West End Leader Gets Memento of Widening Order From Curley

A bright red quill with which Mayor Curley signed the orders appropriating \$1,000,000 for the widening of Charles street and \$65,000 for the creation of a recreation park in the West end, has become one of the trophies of Martin M. Lomasney.

The quill and the letter which the mayor sent to Mr. Lomasney will be framed and will be hung alongside of similar mementos which adorn the rooms of the Hendricks Club in the

West end.
The act of Mayor Curley brought to realization the plan which Mr. Lomasney conceived years ago and which he has consistently advocated, but without success, until this year.
His interest in the welfare of the children of the congested tenement district in the West end has often found expression in his public activities but the idea of an adequate playground any recreation park has been close to the the idea of an adequate playground an recreation park has been close to the heart of Mr. Lomasney for many years. The creation of the park on land recently acquired from the commonwealth will be the source of as much if not more satisfaction to the West end political leader than any of his many public achievements.

lic achievements.

Councilman John I. Fitzgerald was nominated by the mayor as the bearer of the quill which will henceforth be concrete proof of the amiable relationship between Green street and School street.

street.
"It is a pleasure," wrote the mayor,
"to forward this pen to you as the
father of these public improvements,
which will add so materially to the
which will and happiness of the residents
of the district you have so long and
ably led and represented."

HERALD 2/12/30 WILL RESTORE HISTORIC

ROXBURY STANDPIPE If the cost is not too great Mayor

Curley will have the old standpipe on Highland park, Roxbury, restored to its once impressive appearance, that it may

once impressive appearance, that it may be emphasized to visitors during the tercentenary as one of the most important historical objects in Boston.

The standpipe on Fort avenue, now used as an observatory, was planned by Henry Knox, the famous artillery officer of George Washington. Knox was a Boston boy and was prominent, during

cer of George Washington. Knox was a Hoston boy and was prominent during the siege of Boston.

Walter Gilman Page told the mayor that the standpipe is sadly in need of restoration and Park Commissioner Long was directed to estimate the cost of the necessary work.

POST 2/11/301

CRASHING THE MUSEUM GATES .



Mayor Wants a Fin. Com. Council Adopts Order to for District Boards

Representative Charles S. Sullivan, Jr., of Boston, in supporting his bill for the appointment of a finance com-

for the appointment of a finance commission to investigate expenditures by the various Metropolitan District boards, yesterday, before the legislative committee on State administration, charged that the city of Boston is the "Santa Claus" for the Metropolitan District. Mayor Curley, for whom Sullivan filed the measure, was represented at the hearing by Thomas H. Bilodeau, legislative counsel for the city. He explained that the Mayor, in filing this bill, was not finding any special fault with the Metropolitan District Commission.

Light Tennis Courts

Night tennis on the Franklin Park courts, through the use of flood projection lights, was demanded yesterday by City Councillor Israel Ruby of Dorchester in a special order which was adopted by the Council, under suspension of the rules. The order was transmitted to Chairman William P. Long of the Park Commission for consideration.

HITS CURLEY IDEA AS NAFOLEONIC

"Metropolitan Boston is Mayor Curley gone Napoleon," it was declared by Cambridge City Councillor Patrick J. Delaney last night in denouncing the annexation plan in a speech delivered before the Inman Square Business Men's Association of Cambridge.

The speaker hit out at Boston's city

The speak and police force and asserted that Cambridge with its superior civic conditions had "nothing to gain and everything to lose" by any proposed merging with Boston.

Charges "Gang" **Against Boston**

Cummings Says "Innes, Fitz-**Control for Generation**

Charges that the "little gang of organized politicians composed of Innes. Fitzgerald, Lomasney and Curley, and perhaps Bottomley and Goulston, who have controlled Boston elections for over a generation," are opposed to any change in the present method of electing mayors in Boston, were made today before the Legislative Committee on Cities by John J. Cummings of Boston, who spoke on his petition for the nomination by preliminary election of candidates for mayor and city council.

"No Democratic politician has come forward to support this bill," he continued, "although John F. Fitzgerald last year spoke for the bill to provide for party nominations in Boston." He said that although the city is overwhelmingly Democratic, the voters are broad-minded enough "to elect a Republican candidate."

Representative Lewis R. Sullivan of Boston also favored the bill. No one appeared to oppose the measure.

Favorable action on three bills providing that the mayor of Boston, rather than the governor of the Commonwealth, be given the power to appoint the members of the Finance Commission, the licensing board and the police commis-sioner, was urged today by Senator John P. Buckley of Boston.

Senator Buckley said he had filed the bills with a view to giving the city a greater degree of home rule, and added that Boston was the only city in the State except Fall River which was compelled to have the chief executive appoint the

head of its police department. "I can see no sahe nor sound reason why the governor should be given the power of appointing these officials," he continued. "He felt that it cast the reflection that the city was not able to run ts own government properly. The mayor elected by the people should be given the power to select heads of city departments, he continued, "and the people do not like the idea of being run by the State House but feel that the man elected by them is adequately fitted to fill these positions.

The only speaker in opposition was David T. Montague, chairman of the Li-censing Board of the city of Boston, who appeared merely to answer any questions. He has been a member of the board since 1918 and similar bills had been filed almost every year but have been rejected

by the Legislature.

Mayor John J. Whalen of Chelsea supported his bill providing that the appointment of the city solicitor of that city be made by the mayor instead by the board of aldermen. In many instances, he said, the chief executive of a city does not have a "legal mind" and if the city so-licitor is appointed by the mayor he will not have to render opinion favoring the board of aldermen. The bill was not filed, he said, for any personal reason; he had favored the present solicitor but felt that

as many other cities in the State have provision in their charter for the appoint ment of the city solicitors, Chelsea should

be given the same authority. John E. Beck, appearing in opposition

Election Change ent city solicitor was a "straight, honest man" and had saved the city approxi mately \$20,000 last year in connection with an overpaid contract for construc gerald, Lomasney, Curley" in tion work at the Chelsea High School He said that the citizens of Chelsea are satisfied with present conditions.

TWO-WAY WASHINGTON STREET

To the Editor of the Transcript:

The city widened Exchange street for the purpose of making a thoroughfare north and south and incidentally to help out the situation in Adams and Dock squares

Within a few days after the widened Exchange street was opened, and before it was given a chance to demonstrate its worth, somebody, not the traffic commission, put up signs informing the vehicular traveling public that Washington street at that point was a one-way street. This did not divert the south-bound traffic into Exchange street. Fifty per cent kept on the old straight line into Devonshire street, to be jammed at the Old State House bottle neck. To make matters worse, they were allowed to make a left turn into State street and fifty times a day the short space of one hundred feet between Devonshire street and Congress street is filled with waiting vehicles.

As soon as the situation was called to the attention of the traffic commission that body ordered the signs to be taken down and the old order restored, to compel a full use north and south of Ex-change street. This order, legally passed, was not put into effect. Somebody con-travened it, with the result that in three months the public got used to the experiment, and put up with it without question. as is its custom. Surely, under these cir-cumstances, the Transcript would not ask the traffic commission to continue in effect a state of affairs which was wrong ab initio, which four-fifths of its members believe to be ill-advised and which would make a fool of any traffic officer who attempted to enforce it.

THOMAS J. HURLEY,

Associate Traffic Commissioner. Boston, Feb. 11.

POST 2/12/30 CITY HALL NOTES

Continued harmony between Mayor Curley and former Representative Mar-Curley and former Representative Martin M. Lomasney was further exemplified yesterday when His Honor forwarded to the veteran West End political chieftain, the red quill with which he signed orders, recording mayoral approval of the expenditure of \$1,065,000 for West End improvements this year. Accompanying the quill was a eulogistic letter which Mr. Lomasney locked in his safe along with his mementos of 30 years. GLOBE 2/11/30

E. W. M'GLENEN DIED TODAY

Retired Registrar Served City 30 Years

Edward W. M'Glenen, former registrar of the city of Boston, dled in the Boston City Hospital this morning. He

He was registrar for this city for 30 years, retiring a few weeks ago, as the

weteran of all city officials.

He is survived by his wife, Mary, the two sons, Rev Edward W. Jr, a maister in Worcester, and Harry A.

Cuherai services will be held Thursday afternoon at 2 o'clock, in the Second Church Anduber 200 Sec. ond Church, Audubon road and Beacon st, in the Back Bay. His home was at 8 Lombard st, Dor-

For nearly 30 years Edward W. Mc-Glenen was Cupid's referee in Boston, for, as city registrar, his signature was necessary on all marriage licenses. course, he was in charge of the birth and death records, too, but mar-riages were his chief interest. He was full of his work and could reel off by the hour facts and figures of how Boston's marrying was done that would astonish one

He was appointed city registrar in 1990 by Mayor Hart, to succeed the late William H. Whitmore

He was born in the West End July 11, 1854, the son of Harry M'Glenen, then business manager of the Boston Theatre, and Mrs Caroline M. (Bruce) M'Glenen. He was graduated from the Boston public schools, and for a number of years was associated with the late Harry W. French in lecture tours. From this work he drifted into literary endeavor, which later developed into

endeavor, which later developed into association with an advertising firm. In 1891 he was made an assistant secretary to Mayor Matthews and served until 1894. Just at his time the ancient records department of the City Government was consolidated with the City Registrar's Department and the then registrar, Mr Whitmore requested the appointment of some one requested the appointment of some one to take charge of this new addition to his department. Mr McGlenen "as a very well-known student of Boston's history, especially being celebrated for his researches in the biography of Paul Revere, and so he was selected as the man best fitted for this new position. During the next six years Mr Whitmore was often in poor health and Mr McGlenen added his chief's duties to his own at such times and so, when in 1900 Mr Whitmore died, Mr McGlenen was the only figure in line for the appointment. requested the appointment of some one

Mr McGlenen also served as secretary of the Society of Colonial Wars, distorian of the Boston Chapter of the Sons of the American Revolution, president of the Massachusetts Bicycle Club, and a member of the Sons of the Revolution, the Boston Society, the Dorchester Historical Society, and of several other organizations, and had servitten a number of historical ossave written a number of historical essays

and papers. Ex-Mayor Ex-Mayor Nichols reappointed Mr McGlenen July 6, 1926, and he held the post until Jan 17 of this year, when he retired. At his retirement he announced his intention of completing a half-finished book on old Boston, and to aid in placing markings in and about Boston to provide information to tercentenary visitors.

Curley's Demand for \$70,000 Rent Is Order for School Dep't to Vacate

By designating \$70,000 as the annual ental of 6000 square feet of space on the 10th floor of City Hall annex, a price which real estate experts agree is four times greater than the prevailing rental charge in downtown office buildings of fireproof construction. Mayor Curley has virtually commanded the department of school buildings to vacate its present quarters.

the department of school buildings to vacate its present quarters.

For six weeks Supt. Louis K. Rourke has been "shopping" for new quarters and as soon as the necessary lease is signed, announcement will be made, probably within the next week, of the location of the quarters of the department which replaced the old school-nouse commission in December.

The only effect of the unexpected de-

The only effect of the unexpected de-

mand of Mayor Curley will be to hasten the removal of the department from City Hall annex and provide much needed space for municipal depart-ments now located outside of City Hall.

ments now located outside of City Hall.

It was unofficially pointed out yesterday that space in privately owned office buildings can be rented from \$2.50 to \$3.25 per square foot, against the \$11.50 price set by the mayor for the quarters in the annex.

The commissioners say that they understand Moves Caulous is available.

derstood Mayor Curley is anxious to have them engage new quarters. Since the creation of the new department it has been known that the available space in the annex has not been con-sidered adequate for the needs of the department.

CORCORAN GETS CIVIL SERVICE O. K.

To Be Sinking Fund Commr .-Other Curley Appointees Rest

Following an all-day session yesterday the state civil service commission approved the nemination of Mayor Curley of Michae, A. Corcoran to the Boston sinking fund compassion. No action was taken on severa, other appointments of Mayor Curley before the commission, but it became known that Chairman Elliott H. Goodwin of the commission sent a letter to Mayor Curley relating to four nominations before the commission for reconsideration. Mr. Goodwin refused to make the letter Goodwin refused to make the letter

The nominations are: Joseph A. Contraffic commissioner; Edward

The nominations are: Joseph A. Conry. traffic commissioner; Edward F. McLaughlin, fire commissioner; Joseph A. Rourke, public works commissioner, and James E. Maguire, institutions commissioner. The commission, a week ago, notified the mayor of its failure to approve all four, but in the case of Rourke and Maguire, requested that the mayor re-submit their nominations to permit of further investigation.

The mayor re-submitted all four names to the commission. In the case Conry and McLaughlin, whose definite rejection had been indicated, the mayor is believed not to have furnished the commission with any additional evidence of their qualification. It is the practice of the commission not to reconsider appointees once they have been rejected unless new evidence of their fitness is forthcoming. It is thought probable that Commissioner Goodwin's letter had to do with this phase of the situation.

PLEADS FOR HOME **RULE FOR BOSTON**

Buckley Urges Bills at Committee Hearing

Pleading for "home rule" for Boston, Senator John P. Buckley of Charlestown yesterday appeared before the legislative committee on cities to urge favorable action on his bills to give to the mayor of Boston the power to appoint the police commissioner, members of the finance commission and the licensing

Buckley declared that Boston is stategoverned out of all proportion and that "we Bostonians, want Boston people to run Boston." He said the present licensing board and the members of the finance commission are "all right," and as concerns the police commissioner, "I will leave that for someone else to talk about." No one appeared in opposition.

The same committee heard John J. Cummings of Boston exceriate the "little organized gang of politicians which has controlled Boston elections for over a generation." Mr. Cummings said the "gang" consisted of "Innes. Fitzgerald, Lomasney and Curley, and perhaps lesser satellites like Bottomly and Goulston."

Cummings was appearing on his petition to provide for municipal primaries preceding the election of the mayor and city council. Representative Lewis R Sullivan of Boston also appeared ir favor. There was no opposition. GLOBE 1/2/30 AM

BOSTON BILLS HEARD BY COMMITTEE ON CITIES

Several bills regarding the city of Boston were heard yesterday by the Legislative Committee on Cities. John J Cummings urged his petition for the nomination of candidates for Mayor and City Council members in Boston by a preliminary election. Representative Lewis R. Sullivan of Derchester also spoke for the bill. There was no opposition. opposition.

opposition.

Mr Cummings charged that the "gang which has controlled Boston elections for more than a generation" wants no change in the present method. He contended that the city is overwhelmingly Democratic, although it is broadminded enough "to elect a Republican occasionally."

Republican occasionally."
Senator John P. Buckley of Charlestown argued for his bills providing for the appointment by the Mayor of Boston of the Police Commissioner, mem

bers of the Finance Committee and members of the Licensing Board.
"We are Bostonians and we want Boston people to run Boston," said Senator Buckley.

David T. Montague, chairman of the Boston Licensing Commission, said he

Boston Licensing Commission, said he was prepared to answer any questions. None was put to him, however.

Mayor John J. Whalen of Chelsea argued for his bill to provide that the City Solicitor of that city be appointed by the Mayor instead of the Board of Aldermen. He pointed out that in many instances the Chief Executive does not have a "legal mind" and that is the City Solicitor is named by the if the City Solicitor is named by the Mayor he will not have to render opinions favoring the Board of Alder-

Ex-Senator John E. Beck of Chelsea opposed the bill and declared the Mayor should not be given too much

POLICE HEADS INTERVIEW PROSPECTIVE PATROLMEN

Police Commissioner Herbert A. Witson and Supt Michael H. Crowley spent nearly four hours yesterday afternoon and evening interviewing 30 young men who have been certified by the Civil Service Commission as eligible for appointment as patromen in the Boston Police Department. The interviews started at 3 o'clock at Headquarters and were not completed until nearly 7.

There are 25 vacancies in the department to be filled, and the commissioner and superintendent will make their choice from the 30 men seen yester-day. The selections will be made within a few days and the men chosen will probably report for duty a week from Friday.

A suggestion has been made to Mayor Curley by H. K. Hallett, president of a bank in Postoffice sq. that it would improve the appearance of the locality if a grass plot with shrubbery, enclosed by a curbing, were placed in the center of the square. Who cares where those automobiles park?

GROBE 2/12/30 AM

Denouncing the plan for a Greater Boston in a flery speech in Cambridge, City Councilor Delaney declared that Mayor Curley had "gone Napoleon."
Though, of course, Mayor Curley has
not yet been to Elba.

CURLEY TELLS AIRPORT PLANS

Seeks More East Boston Land-Would Level Governor's Island

Boston proposes to expand its airport facilities so that within five years the city will take the ascendancy in aviation development in this country, Mayor Curley told the committee on public lands and harbors today at a hearing on a petition to authorize the state department of public works to lease to the city of Boston an additional 40 acres of mud flats in East Boston to enlarge the municipal airport.

The airport bill is only a portion of an ambitious plan for the industrial and commercial development of Boston harbor, Curley disclosed.

The first step, he said, "would be the expenditure of \$1,000,000 for levelling Governor's island, and using the land to fill in Bird island flats for shipping and industrial as well as aviation purposes."

and industrial as well as aviation purposes."

Senator Henry Parkman, Jr., of Boston, sponsor of the bill, said its purpose was to enable the city to increase its facilities sufficiently to obtain a class A rating from the federal department of commerce and to provide more accommodation for sea planes.

Corporation Councilman Silverman told the committee that the city would appropriate \$250,000 for filling in the flats and erecting runways. He requested a strip of water upon which the city could construct a concrete seaplane ramp at a cost of \$100,000.

Others favoring the bill were Theodore G. Holcombe of the Boston Chamber of Commerce, Waldo Brown of the Colonial Air Transport Company, Franklin Jordan and Franklin Collier, aviation editors of Boston newspapers:

aviation editors of Boston newspapers; Gardiner H. Fiske, Frank S. Davis of the Martime Association of the Boston Chamber of Commerce; Crawford Hollis and Arthur L. Richmond, chairman of the state advisory board of aeronautics.

CONFERENCE **NEXT MONDAY**

Curley and Appointees Go Before Commission

Mayor James M. Curiey on Monday at 3 p m will confer with the Civil Service Commission regarding Joseph A. Conry and Edward F. McLaughlin, unconfirmed appointees as Traffic Commissioner and Fire Commissioner, respectively.

The Mayor was invited by the commission to make an oral or written statement regarding his appointees, and he elected to appear in person and will be accompanied by Conry and Mo-Laughlin.

TRAVELER 2/12/30 S | Harriman Hits Curley's Governor Sq. Project

El Public Trustees' Chairman Declares \$135,000 Rent on City-Built Underpass Would Be Excessive Burden Upon System

Henry I. Harriman, chairman of the lived that the work of making the im-ustees of the Boston Elevated, today provement should start as quickly as trustees of the Boston Elevated, today opposed Mayor Curley's plan for extension of the Boylston street subway at Governor square.

He contended that the El should not be required to meet the expense which would be put upon it by the Curley

SUGGESTS SUB-COMMITTEE

Harriman and Curley presented their views today to the legislative committee on metropolitan affairs at a hearing in the State House on several bills for improvement of the traffic conditions Governor square

Curley maintained that the improve-ment, extending the subway beyond the square, should be financed in the same way as other subway extensions have been financed.

In an effort to effect a settlement of the controversy Harriman suggested that the committee on metropolitan affairs appoint a sub-committee to meet with the trustees of the El., the newly created metropolitan transit board and Mayor Curley, with a view to bringing about an agreement on Governor square legislation and which could be read. legislation and which coould be passed by the present general coourt so that work could be started immediately.

\$135,000 A YEAR

Up to the present subways and similar improvements of the El in Boston have been built by the city and leased afterward to the Elevated for operating purposes. Governor The rental on a lease of a square underpass would purposes. The rental on a lease of a Governor square underpass would amount to approximate \$135,000. Harriman maintains that the road is not in a financial position to make an annual payment of \$135,000 and suggested that the difficulty might be solved if the road were to pay half and the balance to be paid by the public.

Mayor Curley, who had left the hearing room before the public trustees chairman had expressed his views, before leaving had emphatically declared

fore leaving had emphatically declared that as far as he was concerned the existing financial system would be followed in the construction of the Governor square underpass unless the people in the referendum on the question of the future disposition of the Elevated at the next state election indicate otherwise.

Mayor Curley in his remarks before the committee indicated that he felt the city of Boston has done well by the Ele-vated. The construction of the Shawmut branch, brought about through the co-operation of the city, has, he said, increased the number of car riders substantially, while at the same time increasing property values of persons benefited by improved transportation to the amount of \$5,000,000.

WARNING TO STOCKHOLDERS

With the Shawmut branch exten With the Shawmut branch extension completed, the mayor was of the opinion that the most pressing need for improvement lies in Governor square. As in the case of the Shawmut extension, the road, he held, will increase its patronage greatly with an improvement in the service in Brighton and Brooklen. For that reason he bepossible.

possible.

Incidentally, Curley cautioned those financially interested in the Elevated to pay more attention to the question of serving the public adequately if they did not want to see themselves with the road out of their hands entirely by being taken over by the public.

Pointing out that millions of dollars have been sunk into the property since the advent of public control and of the

the advent of public control and of the the advent of public control and of the fact that the stockholders have received guaranteed, substantial dividends in the meantime, the mayor expressed the belief that, if conditions are not improved, the voters at the referendum next fall will favor public ownership.

CURLEY WANTS ACTION NOW

"I am fairly close to the public and know how they feel," he remarked, "and I want to say right here that at the present time the people will vote for public ownership."

public ownership."

The mayor felt that the necessary legislation should be enacted at this session of the General Court regardless of the fact that a referendum is to be held later in the year. He maintained that delay in the improvement of services is costing the road large amounts of money by the fact that potential riders are using the automobile as a means of transportation rather than the trolley car. With the Governor square trolley car. With the Governor square and Huntington avenue situations cleared up, the road, the mayor felt, would be given a breathing spelli of 10 years in which to make other improvements. provements

10 years in which to make other improvements.

Rep. Eliot Wadsworth of Boston, a member of the committee, who has been the principal advocate of a proposal that the Elevated be turned back to its stockholders, declared that the figures given out by the company show that while millions of dollars have been spent in improvements, the number of people being served by the company is constantly falling. Such a situation, he indicated, is ridiculous.

Mayor urley seized upon the statements of Rep. Wadsworth to point out that the company also has been helped by the city by reason of the fact that Boston has relieved traffic by the construction of thoroughfares totalling in value more than \$15,000,000 within the past 12 years. He also called attention to the costs borne by the city in repaying streets after the busses of the Elevated among other vehicles, had battered the thoroughfares into such a condition as to be almost impassable,

TRAVELER 2/12/30

CIVIL SERVICE **SEEKS RULING** FROM MAYOR

Nominations for Park Board the Issue; Asks Conry Data

Requesting a legal opinion on the appointment to the board of park commissioners and saying that if Mayor Curley has additional information on the qualifications of Edward F. Mc-Laughlin and Joseph A. Conry, he should submit the data to the civil service commission, Civil Service Commissioner Elliott Goodwin today addressed two letters to the mayor.

GOODWIN'S LETTER

McLaughlin has been twice named by the mayor for fire commissioner, and Conry has been twice named as traffic commissioner. On the first appointment the commission rejected both men.

The commission also failed to approve the appointment of Joseph A. Rourke as public works commissioner and James E. Maguire as institutions commissioner.

Goodwin's first letter to the mayor deals with the resubmission of the names of McLaughlin, Conry, Maguire and Rourke. It reads:

The commissioners of civil service

"The commissioners of civil service have received the certificates of appointment of James E. Maguire, Joseph A. Rourke, Edward F. McLaughlin and Joseph A. Conry, and considered them at their meeting yesterday.

"In the cases of Mr. Maguire and Mr. Rourke, inasmuch as they informed you that if their names were resubmitted they would give them further consideration. I have to say that they will proceed to the completion of their input. ceed to the completion of their investi-gation without delay.

OPEN FOR NEW DATA

"In the cases of the appointment of Mr. McLaughlin and Mr. Conry, the commissioners completed the investigation and reached a decision thereon. If there is new evidence in regard to their qualifications for the positions for which you have nominated them, the commissioners will be willing to reopen the cases and give such evidence careful consideration. They will be glad to receive from you, therefore, any new evidence which you, as mayor, may desire to submit, either orally or in writing, as you may prefer."

The other letter deals with the mayor's appointment of Theodore C. Haffenreffer and John J. Martin as park commissioners. This letter reads:

"The commissioners of civil service at their meeting yesterday considered your their qualifications for the positions for

"The commissioners of civil service at their meeting yesterday considered your appointment of Theodore C. Haffenreffer and John J. Martin as park commissioners. A legal question has arisen under the law creating the park commission, chapter 185 of the acts of 1875 and the city ordinances of 1914, section 1, stating that one of the commissioners 'shall be a landscape engineer or an architect of not less than five years' experience.' The commissioners are in

doubt whether or not this provision of the ordinances is in effect at the pres-ent time, but have been informed that the provision has been observed in the past, Mr. Robert S. Peabody, an archi-tect, having served for years, and later Mr. Charles A. Coolidge.

ASKS FOR RULING

"Upon the resignation of Mr. Coolidge the position was not filled except by the assignment of an 'acting commissioner.' They therefore respectfully request that you will obtain a ruling from your corporation counsel in relation to the ordinance. Will you kindly do this as nance. Will you kindly do this as promptly as possible, inasmuch as the commissioners will consider the appoint-ment of Mr. Haffenreffer and Mr. Martin at their meeting on Tuesday next?"

AMERICAN 2/12/30

Curley's Demand for \$70,000 Rent Interpreted as Order

to Vacate

By designating \$70,000 as the annual rental of 6000 square feet of space on the 10th floor of City Hall Annex, a price which real estate experts agree is four times greater than the prevailing rental charge in downtown office build ings of fireproof construction Mayor Curley has virtually commanded the department of school buildings to vacate its present quarters.

For six weeks Supt. Louis K. Rourke has been "shopping" for new quarters and as soon as the necessary lease is signed, announcement will be made probably within the next week, of the loca-tion of the quarters of the depart-ment which replaced the old schoolhouse commission in Decem-

The only effect of the unexpected demand of Mayor Curley will be to hasten the removal of the department from City Hall Annex and provide much needed space for municipal departments now

cated outside of City Hall.

It was unofficially pointed out that space in privately owned office buildings can be rented from \$2.50 to \$3.25 per square foot, against the \$11.50 price set by the mayor for the quarters in the annex.

The commissioners say that they understood Mayor Curley is anxious to have them engage new quar-ters. Since the creation of the new department it has been known that the available space in the annex has not been considered adequate for the needs of the depart. ment.

AMERICAN 2/12/30

Judge Lowell Pays Tribute in Court, and the Schools Give Programs

Revival of Mayor Curley's custom of laying a wreath at the foot of the statue of Abraham Lincoin, a tribute in Federal court and observances in the schools and elsewhere, today featured Boston's observance of Lincoln's birthday.

Mayor Curley designated Julian D. Rainey, assistant corporation counsel, to lay the wreath at the foot of the statue in Park sq., the act of appreciation and remembrance attracting attention from the hurrying throngs.

Mr. Rainey, a prominent colored attorney, will also represent the mayor tonight at the Lincoln Day exercises in Ebenezer Baptist Church, West Springfield st.

At the opening of Federal court, Judge James A. Lowell, Jr., said: "Gentlemen, before we sit down I wish to take just afew minutes that we all may pay a tribute of affectionate reverence to Abraham Lincoln, this being his birthday.

"It is peculiarly fitting that we should do so because the great thought back of Lincoln's life—his earnest endeavor and his whole idea throughout his life—was that of doing justice, especially to the under-men, the poor white and the poor black, and everybody else that was in trouble."

Judge Lowell brought his remarks to a close by reading Edwin Markham's famous poem on Lincoln: "Up From the Log Cabin to the Capital."

In the schools the nature and time of the program has been left to the discretion of the various school principals. The official city of Boston observance has been set for Sunday afternoon in Symphony Hall, when the Lincoln and Washington observances will be combined

Among the events scheduled for

today and tonight are:
2 P. M.—Exercises in Lincoln

2 P. M.—Exercises in Lincoln cabin on estate of Miss Mary Bowditch Forbes, Milton.
3 P. M.—New England Historic Genealogical Society, 9 Ashburton pl.; speaker, Dr. Louis A. Warren of Fort Wayne, Ind.

AMERICAN, 2/12/30

GOVERNOR SO EXTENSIO

layor Tells Legislators of the Benefits in Improvements on Rapid Transit

The people of Boston will vote for public ownership of the Elevated when the question appears on the ballot next fall, Mayor Curley declared today at a hearing before the legislative committee on metropolitan affairs.

"And I don't see why they shouldn't," he added.

The mayor was discussing his bill for improvements at Governor sq. (Kenmore station), through extension of the subway to a point on Commonwealth ave., near Temple Israel, at a cost of \$3,000,000.

With this improvement and an overpass at Cottage Farm bridge to eost \$50,000, the mayor said the traffic problem in that vicinit would be settled for at least 10 years

RAPS 'L' DIRECTORS.

Opposing any new form of fin ancing the project, he declared tha he could not understand why the directors of the El have : ed the Governor Sq. Act, which was passed in 1925, calling for expenditur of \$135,000 by the road.

He pointed out that due to the Dorchester rapid transit extension property values in Quincy and Milton had been greatly enhanced while in Ashmont and Neponset property values of approximately \$5,000,000 had been created.

While a Huntington ave. subway is greatly needed, he said, the cry ing need of the present is for relief at Kenmore station.

He said that 70,000 people lose or an average of three-quarters of an hour because of conditions at that point. He had no means, he said, to estimate the economic loss.

He told the committee that he was against any increase in the 10 cent far and believed that an increase would be greatly offset by loss in patronage.

"BOSTON WON'T SHIRK"

Boston, he said, has no desire to shirk any responsibility and he pointed out that Boston has to bear 71 per cent of any deficit on the road.

The extension of the subway through Brighton, urged by Representatives Martin Hays and Leo M. Birmingham, prior to the mayor's remarks, was not endorsed at this time by the mayor. He declared that some day the extension will be necessary.

Senator Warren asked the may vated was being run in the interests of the stockholders or the pub-lic. "I prefer to state that on the stump next fall if I have to," replied the mayor.

On the question of an underpass or overpass for traffic at Governor sq., Mayor Curley said that he did not believe it was necessary.

Board Again Rejects McLaughlin, Conry

Despite Mayor Curley's reap- | however, if the Mayor submits new pointment of Edward F. Mc-Laughlin as fire commissioner and Joseph A. Conry as traffic commissioner, they stand rejected by the civil service commission, that body notified the Mayor today.

The commission will reopen consideration of their appointments

airport facilities so that within five years the city will take the ascendancy in aviation development in this country Mayor Curley today informed the Legislative Committee on Harbors and Public Lands

The Mayor was urging the committee to report favorably on a bill to authorize the state department of public works to lease Boston an additional 40 acres of mud flats in East Boston to enlarge the airport

Senator Henry Parkman, Jr., sponsor for the bill, said the purpose was to enable the city to increase its facilities sufficiently to obtain a class A rating from the federal department of commerce, and to provide more accommodations for seaplanes

The Mayor pictured the day when great structures of steel and concrete would be built in Boston devoted to American industries doing a sizable export business.

evidence relating to their qualifications, Commissioner Elliot H. Goodwin stated.

This the mayor is expected to do as he is insistent that both men occupy the positions for which he chose them.

In the cases of James E. Maguire as institutions commissioner and Joseph A. Rourke as public works commissioner, Goodwin says, the commission will proceed to a completion of its investigation without delay.

He further informed the mayor that a legal question has arisen over the appointments of Theodore C. Haffenreffer and John J. Martin as park commissioners, due to the provision in the law and city ordinance providing that one of the commissioners "shall be a landscape engineer or an architect of not less than five years' experi-

"The commissioners are in doubt," the letter reads, "whther or not this provision of the ordinances is in effect at the present time, but have been informed that the provision has been observed in the past. Mr. Robert S. Peabody, an architect, having served for years, and later Mr. Charles A. Coolidge, architect.

"They therefore respectfully re-

quest that you will obtain a ruling from your corporation counsel in relation to the ordinance."

Present Pageant for Tercentenary

"Toward Freedom of the Soul." a tercentenary pageant written for the churches of Massachusetts for use in their celebrations of this year by Eleanor Wood Whitman, was presented for the first time in Somerville, at the Unitarian Hall, under the auspices of the Somer-ville Federation of Women's Church Societies.

Seven churches of Somerville were represented in those taking part, Union Square Baptist Church, Grace Baptist Church, First Bap-tist Church, Broadway Winter Hill Congregational Church, College Avenue Methodist Church, Broad-way Methodist Church and Flint Street Methodist Church.

TRANSCRIPT 2/12/30
Tells Colonial Plans

Lack of Land Halts Boston Airport Work

Mayor Curley Speaks in Favor of Bills for Lease of Additional Land from State

By Franklin Jordan

Lack of available land at the Boston Municipal Airport is making it difficult to operate large transport and military airplanes in and out of the port as well as halting any future development of the port members of the State Legislative Committee on Harbors and Public Lands were told this afternoon at a hearing on three bills asking for the lease of additional lands from the Department of Public Works.

Mayor Curley. Corporation Counsel Silverman, Chairman Long of the City Park Commission, Theodore G. Holcombe, manager of the Aviation Bureau of the Boston Chamber of Commerce, and Wal-

do Brown, New England district manager Colonial, were among those speaking in favor of the bills, one of them, House having been introduced by Curley himself. Curley himself. Another was Senate 109, a petition of Senator Henry Parkman, Jr., and the third another petition of Mayor Curley introduced through Representative William H. Hearn of East Boston, House 878. Senator Sowle of New Bedford and Representative McKay of Newburyport sat as chairman.

"In my thirty years of contact with municipal experience," Mayor Curley remarked, "I cannot remember a time when there was a more serious and concerted movement for metropolitan industrial expansion. Business organizations, the Port Authority, railroad and steamship lines are co-operating in sending us their best men to assist in working out a program." He added that Dean Wallace B. Donham of Harvard Business School, President Stratton of M. and Dean Eerett Lord of the College of Administration of B. U. had placed the facilities of their institutions at the disposal of the metropolitan committee.

Boston had been failing to use its harbor facilities to the best advantage, he continued. He cited the Army Base "operated or rather manipulated by a group of non-residents," and the \$7,000, 000 destroyer plant at Squantum, which it planned to lease to a lumber storage The mayor predicted an imcompany. provement in conditions shortly, asserting "that in only two years the citizens of Brookline, Newton and other commu-nities would have overcome their timorousness at becoming a part of Boston.
In support of the bills, Mayor Curley

"This is the start of our plan to extend the airport out to and including Governor's Island, which we are trying to secure back from the Federal Government and to use as a mooring mast for dirigibles, removing tht hill for filling in the flats between. Eventually, we will have a \$1,000,000 development of the Bird Island flats for shipping and indus-

Difficulties of operating transport planes on the present 1500-foot runways were described by Mr. Brown, who said that the present Ford trimotor planes need the 2500-foot runways which the additional forty acres of land asked for, would give. "None of the present Ford trimotors can be operated for less than a dollar a mile," said Mr. Brown, "and even if we averaged ten passengers a trip, the Boston-New York run would still be an educational proposition at the present fare. We plan on this loss for the next two or three years and fortunately, Colonial has the \$20,000,000 reserve of the Aviation Corporation behind it. the next two or three years the line will have to begin to pay. That can either be done by working the equipment not four hours a day as at present, twelve hours, or putting on larger planes.

"Ford is planning a forty-passenger ship, to be as wide as a Pullman car and in the future we hope to operate this plane out of Boston. To do that we will have to have a much larger field, even four thousand foot runways. We tried for a while to operate the Keystone Patrician, eighteen-passenger plane, from Boston, but ended by running it into the cellar of the Administration Building due

to cramped conditions while taking off." Elaborating on the bill, Corporation Counsel Silverman explained that the city would spend \$250,000 filling in the flats and extending the runways and another \$100,000 building the concrete seaplane ramp. Two years ago, he said, the city had leased the Boston Airport from the State for twenty years at a cost of \$1. Chairman Long of the Park Commission presented the committee with a map showing the port and the desired land.

Speaking in favor of the bill, Mr. Holcombe said that the municipal airport needed sufficient area so that one portoin could be used as a landing field and another for taking off. He said that an increase in size was essential if the field was to have an A1A rating from the Department of Commerce. Mr. Holcombe presented members of the committee with a brief showing maps of the airport and what has been done and what is contemplated. Mr. Holcombe said that the Chamber of Commerce was backing

Recorded in favor of the bill were Franklin Collier, aviation editor of a Boston newspaper; Gardner Fiske, Frank S. Davis of the Maritime Association of the Boston Chamber of Commerce, Crawford Hollis, Gardner Fiske and Arthur Richmond, chairman of the State Advisory Board of Aeronautics.

The other East Boston airport bill, which also included a provision for leasing the flats to private industries, was presented by Representative Hearn. declared that the water and rail facilities in East Boston, made that district an ideal section in which industries should locate. William J. MacDonald also spoke in favor of this measure.

A related project was urged by proponents of a bl sponsored by the United Improvement Association, authorizing the Department of Public Utilities to dredge that portion of the Bird Island flats between the present harbor line and the shore of East Boston.

F. W. Merrick, representing the association, declared the Bird Island shoals were a menace to navigation in the outer harbor. He also stated that unless they were dredged, the shoals would be a hazard for seaplanes at low tide. E. S. Dorr Bird Island flass for snipping and indus-trial use as well as for aviation pur-these statements. The Massachusetts Bay Yacht Clubs' Association was recorded as supporting the bill by Edward Morris of Boston. Representative Hearn also expresed approval.

G2013 1= 2/12/30 PM WANTS CONFERENCE

ON GOVERNOR SO

Harriman Differs With Mayor Curley

At a hearing today before the Legis-lative Committee on Metropolitan Affairs, Henry I. Harriman, chairman of the Boston Elevated trustees, suggested that the committee appoint a subcommittee to meet with the trustees, the newly created Metropolitan Transit Board and Mayor Curley with a view to bringing about an agreement on Governor sq legislation in order that such might be passed by the present session of the General Court.

This suggestion came after Mayor Curley had maintained that the under pass at Governor sq should be built in accordance with the financial program heretofore in effect between city and the Elevated. On the other hand, Mr Harriman held that the Ele-vated should not be required to meet costs which would arise under the

Mayor's plan.

Up to the present subways and similar improvements of the Elevated in Boston have been built by the city and leased afterward to the Elevated for operating purposes. The rental on a lease of a Governor-sq underpass would amount to approximatey \$135,000. Mr Harriman contended that the road is not in a financial position to make an annual payment of \$135,000 and suggested that the difficulty might be solved if the road were to pay half and the balance to be paid by the public. Mayor Curley who had left the hear-

ing room before the public trustees' chairman had expressed his views, before leaving had emphatically declared that as far as he was concerned the existing financial system would be followed in the construction of the Governor-sq underpass, unless the people in the referendum on the question of the future disposition of the Elevated at the next State election indicate otherwise.

With the Shawmut branch extension completed, Mayor Curley was of the opinion that the most pressing need for improvement lies in Governor sq.

Mayor for Governor Sq. Underpass First

Settlement of intolerable conditions at Governor sq. must be completed before any thought be given to an overpass at Commonwealth ave., near Cottage Farm bridge was the reply sent today to Chairman Henry I. Harriman of the Board of Public Trustees of the Elevated, by Mayor Curley.

Chairman Harriman had suggested in a letter to the mayor that the Elevated trustees considered the overpass of almost equal importance to the underpass at Governor sq., asserting that delay of trolley service at Cottage Farm brdige exceeds the delay at Governor sa.

GLOBE 2/12/30 PM

son of the pronounced increases in the value of their property."

Mr. Hays told the committee that the

allocation of the costs of the proposed subway should be made by a commission of a non-political type which should make its report to the Supreme Court, and the findings to be final. He felt that the Legislature is making itself ridiculous by year after year talking about needed improvements in Elevated service and doing nothing

The Hays bill was supported by Representative Leo A. Birmingham of Brighton and by representatives of organizations from the same district.

There was no opposition.

Corcoran Passes Civil Service Test

Michael H. Corcoran has passed the Civil Service Commission test as member of the Sinking Funds commission. No action was taken at yesterday's meeting on the other appointees of Mayor Curley, but Chairman Goodwin sent a letter to the mayor relating to four nominations: Joseph A. Conry, traffic com-missioner; Edward F. McLaughlin, fire commissioner; Joseph A. Rourke, public works commissioner, and James E. Ma-

Michigan Governor to Visit Boston

Governor Fred Warren Green of Michigan, commander in chief of the United Spanish War Veterans, will arrive in Boston tomorrow for a two-day visit, during which he will take part in exercises tomorrow night commenorating the sinking of the battleship Maine.

On his arrival at 10.45 o'clock tomorrow forenoon, Governor Green will be greeted by a committee representing the Massachusetts Department of the United Spanish War Veterans, headed by Department Commander Charles F. McCarthy and including Edward J. Gibsoz, Peter C. Shea and Daniel J. Murphy. They will escort the governor to the Hotel Bellevue. At 11.30 o'clock Governor Green will visit Governor Allen at the State House and will then call on Mayor Curley at City Hall. He will be the guest at a luncheon given by Governor Allen at the Parker House at one o'clock and after the luncheon will visit the House of Representatives and the Senate.

Governor Green will be the guest of honor at the annual banquet of the Massachusetts Department of the United Spanish War Veterans at 6.30 o'clock in Faneuil Hall and will speak at the meeting there in observance of the destruction of the battleship Maine. The Michigan governor will be the guest at a luncheon given by Mayor Curley at 1.15 o'clock Friday afternoon at the Hotel Statler. He will leave Boston Friday eve-

ning.

Confd TRANSCRIPT /12/3 WILL CONSIDER ride in the Elevated cars because they will CONSIDER the been able to buy automobiles by rea-ANY NEW EVIDENCE

Civil Service Commissioners So Say About Mayor's Rejected Appointees

Copies of letters sent to Mayor Curley by Elliot H. Goodwin State Commissioner of Civil Service, regarding pending appointments submitted by the Mayor were made public today by Mr Goodwin.

He acknowledges the resubmission of the acknowledges the resubmission of the appointments of James E. Maguire as Institutions Commissioner, Joseph A. Rourke as Public Works Commis-sioner, Edward F. McLaughlin as Fire Commissioner and Joseph A. Conry as Traffic Commissioner, and says that the commission will proceed to continue its investigation of the qualifications of

Messrs Rourke and Maguire. ing Messrs McLaughlin and Conry, the commissioner says the investigations have been completed but if any new evidence is offered the cases will be reopened.

In considering the appointments of Theodore C. Haffenreffer and John J. Martin, Mr Goodwin says a legal question has arisen which the commission would like to have the Law Depart-ment of the city consider and give a ruling in season for the commission to take up the names of Messrs Haffen-reffer and Martin at its meeting next Tuesday.

SCHOOL BUILDINGS BOARD TO DISCUSS NEW QUARTERS

Asked to comment on Mayor Curley's announcement regarding the quarters occupied by the new Department of School Buildings in City Hall Annex, Richard J. Lane, chairman of the Board of Commissioners of School Buildings, stated last evening that it will be discussed at the meeting that the commissioners are to hold this afternoon.

In his communication Mayor Curley is quoted as demanding a rental of \$70,000 a year for the quarters occupied by the department or, in lieu of that, having the offices moved out into other quarters. Mayor Curley believed the new department had no right, because it operates outside the authority of the Mayor, to take up space needed by city departments that function under the Mayor.

Mr Lane said that the department has been considering changing to other quarters from the time of its organization. The department is at present working in very crowded quarters and lacks proper light and space for the draftsmen to work in, he explained. It is understood that the department

asked some time ago for additional money in its budget to enable it to see cure other quarters.

"Glad to Receive New Evidence"

The first letter reads as follows: "The Commissioners of Civil Serv-

ice have received the certificates of the appointment of James A. Maguire, Joseph A. Rourke, Edward F. McLaugh-lin and Joseph A. Conry and consid-

ered them at their meeting yesterday.

"In the cases of Mr Maguire and Mr Rourke, inasmuch as they informed you that, if their names were resubmitted they would give them further consideration."

mitted they would give them further consideration, I have to say that they will proceed to the completion of their investigation without delay.

"In the cases of the appointment of Mr McLaughlin and Mr Conry., the commissioners completed the investigation and reached a decision thereon. If there is new evidence in regard to their qualifications for the positions to which you have nominated them, the commissioners will be willing to reopen the cases and give such evidence careful consideration. They will be glad to receive from you, therefore, any new evidence which you as Mayor may desire to submit, either orally or in writing, as you may prefer."

Curley Will Plead for Two Appointees

Mayor Curley will appear before the civil service commission to plead for the appointment of two of his nominees on Monday after-noon at 3 o'clock. The Mayor will be accompanied by Edward F. Mc-Laughlin, who has been named fire commissioner, and Joseph A. Conry as traffic commissioner.

Both the above named have been rejected by the commission and the purpose of the visit is in reply to an invitation of Chairman El-liott Goodwin of the state commission to present new evidence either in person or writing, on behalf of

TRANSCRIPT, 2/12/30

for Relief at Governor Sq.

Harriman Feels Differences Can Be Arranged at Conferences

Dispute Is Financial

Admits That Suburbs Are in **Crying Need of Better** Service

By Forrest P. Hull

Though differences of opinion between the City of Boston and the Boston Elevated Railway over the question of financing a subway under Governor square appeared just as pronounced as ever before the legislative Committee on Metropolitan Affairs today, there was a ray of hope in the suggestion of Henry I. Harriman, chairman of the Elevated board of trustees, that the committee appoint a sub-committee to meet with the trustees and the mayor of Boston with view to bringing about an agreement so that legislation could be passed at the present session.

Mr. Harriman, in fact, expressed the opinion that such an agreement could be arrived at, though the burden of his argument had been that the Elevated road could not meet the entire cost of rental, \$135,000 a year on the \$3,000,000 relief project, without perhaps providing possible means through one or more of the three avenues opened to the trustees in increasing fares. He had suggested that perhaps the difficulty might be solved if the road were to pay half and the balance to be paid by the public.

Three bills were before the committee on this important question that has been

on this important question that has been hanging fire since the Legislature of 1925 passed the enabling act. One by Representative Martin Hays of Brighton, provided that the transit department of the city of Boston be authorized to construct an extension of the Boylston street subway from Governor Square through Brookline to Newton. The bill of Representative Leo M. Birmingham and Mr. Hays, jointly, provided for the elimination of the crossing at Governor square and the assessment of the financial burand the assessment of the financial burand the assessment of the financial burand the same of the same o den on certain communities. Mayor Curley provided for the underpass under the long-time financial method in vogue and with no increase in fare.

Trustees' Stand Absurd

Most of the discussion centered in the remarks of the mayor and Mr. Harriman, the former declaring that it was absurd to think that the Edevated would nave any difficulty in meeting its rental charges if a decided improvement in service were provided over that route. He ice were provided over that route. He instanced the success of the Dorchester instanced the success of the Dorchester

New Hope Seen rapid transit system as evidence that people would use the Elevated in proference to their automobiles if they suffer fewer inconveniences in getting in and out of the city, and he made it plain that the city of Boston had gone the limit in providing vehicular accommodations for

providing vehicular accommodations for the public of other cities and towns.

Both Mayor Curley and Mr. Harriman agreed that the Huntington avenue subway project is perhaps as important as that for Governor square, but the former improvement would mean an expenditure of approximately \$12,000,000 while the latter would mean only \$3,000,000. The mayor thought the trustees had no leg to stand on in insisting on a departure from present policy as to rent-He did not think it fair that any part of the burden should be placed on the car riders, and that is why he insisted in the bill that fares should not be increased.

In view of the expenditures of the road for the last ten years at \$40,781,000, the mayor could not see how the trustees could balk on a mere matter of \$135,000 annually to meet the Governor Square In this connection he exproblem. pressed the opinion that the public would indorse the feasibility of public ownership, and saw no reason why they should not do so.

No Further Extensions

In answer to questions from the committee, Mayor Curley saw no reason why the Legislature of this year should not pass his bill, even though the question of the future management of the road will come before the public next fall on a referendum. It would takt at least three years, he said, if the transit department could go to work at once. In reply to questions by Senator Fish, the mayor said he could not justify at this time an extension beyond Brighton avenue, which would be necessary for Waltham, Newton and Watertown car riders. Chairman Warren asked if the mayor favored a transfer of the Boston subways to the district council, and the "not until we have a metropolitan city is it hardly right to hand over \$53,000,000 worth of property, and reply was I think we shall have the metropolitan

Mayor Curley, continuing, said it is now a question whether the city ned expend nearly \$500,000 for an underpass at Massachusetts avenue and Comomnwealth avenue, since the new traffic lights went into operation. He had observed at that point that the delays in traffic have been

lessened to a minute. There was a lengthy series of questions Mr. Curley from Representative Wadsworth, prompted by a statement which the mayor had read on expenditures of the Elevated and the decrease in the number of car riders. Mr. Wadsworth brought out the fact that in spite of the brought out the fact that it shows the heavy maintenance expenditures, there is not so much property as in 1918. Though not so much property as in 1918 Mr. Wadsworth raised the important comparison of rapid transit convenience and that there must be a limit in expenditures. Mr. Curley insisted that the Elevated would have more passengers if it provided

Chairman Warren asked the mayor a better facilities poined question whether, in his opinion, the trustees of the Elevated had acted in the interests of the stockholders or the public, and the mayor indicated by his reply that he preferred to withold his opinion until he took the stump next fall, if he had to do so.

ment with much of the opinion of the mayor, especially the contention that the Governor square problem should be set-tled this year and not postponed because of the referendum. But the matter was as much a traffic question as that of transit. He referred to the grade crossing apportionment plan by which the public pays 35 per cent of the cost. If that was right for the steam railroads it seemed right for street railways, and therefore it would be right for Governor square. The trustees thought it fair that the Elevated should pay one-half of the carrying charges of Governor square

"Why don't you go about it and build in the usual way?" Chairman Warren suggested, wiht the addition that the

public will pay anyway.

"The mayor's bill provides," Mr. Harriman answered, "that there shall be no increase in fares, and the trustees feel that it would man disaster to increase them. But we have no way of meeting a deficit except that of increasing fares, and we can obtain the additional revenue needed in three ways, by incrasing the 10 per cent unit, by increasing the 61/2 cent fares and by charging for transfers.
The burden would still lie with the trustees to make the income fit the expense, and we think that you should not throw it back on the car riders as the mayor's bill would do."

Asked about the increases to pay to operatives and others, Mr. Harriman said the trustees felt that it was essential to pay fair wages. Moreover, they admitted that the possibilities for economies are at nearly the limit. "We don't want to curtail service to meet don't want to curtail service to meet \$135,000 a year for Governor square, and we admit that there is crying need of better service in outlying districts."

It was at this point that Mr. Harriman, when asked to suggest what the committee should do, asked for the appointment of a subcommittee to handle the matter. Later the Boston law department sug-gested to the committee that the mayor gested to the committee that the mayor would be willing to amend his bill to include the 6¼ fares and the transfers, neither of which should be disturbed if the legislation went through.

In reply to a question of Senator Arthur W. Hollis of Newton, Mr. Harriman said it would be feasible to build. an overpass at the Cottage Farm bridge and at Harvard avenue, Allston, for the speeding up of Brighton-Newton traffic but this is about as far as the Elevated could go in this respect, he said. Other important territories which must served in addition to Brighton and Newton, are, he said, the Huntington avenue and the North Cambridge sections.

Representative Mullen did not appear to take seriously the statements of the trustees' chairman as to the financial condition of the road, the Charlestown member claiming that the depreciation accounts have been juggled so as to hide the real condition of the company.

Previous to the appearance of Mayor Curley and Mr. Harriman, Representative Martin Hays of Brighton spoke in favor of his bill for the construction of a subway to Brighton and Newton from Gov-ernor square. The cost, Mr. Hays thought, would run from \$17,000,000 to \$20,000,000, and should be met not only by the cities and towns served by the Elevated but by other communities bene-

fitted as well.

"Boston has been a juicy, luscious melon for the suburbs," declared Mr. Hays in commenting upon the allocation of construction costs. "Boston has paid of construction costs. "Boston has paid for the construction of subways for an improvement in the transportation facili-ties to outside towns and then the resi-dents of those towns have declined to

TRANSCRIPT 2/12/30

Civil Service Commissioner

was not f d except by the assignment of an 'acting commissioner.' fore, respectfully erquest that you will obtain a ruling from your corporation counsel in relation to the ordinance. Will you kindly do this as promptly as pos-sible, inasmuch as the commissioners will Quizzes Mayor consider the appointment of Mr. Heffen-reffer and Mr. Martin at their meeting on Tuesday next?"

Asks More Information About GLOBE 2/12/30 PM Qualifications of His Appointees

Elliot H. Goodwin, State commissioner of civil service, sent two letters to Mayor James M. Curley today relative to ap-pointments which he has made to municipal offices. The first letter dealt with Silverman Rules That Law the resubmission of the names of James E. Maguire as institutions commissioner, Joseph A. Rourke as public works com-missioner, Edward F. McLaughlin as fire commissioner and Joseph A. Conry as traffic commissioner, all appointments which the board had previously refused to confirm. The other letter requested a ruling from the corporation counsel as to whether the ordinance providing that one of the park commissioners shall be a landscape engineer or an architect of not less than five years' experience is still in

In the first letter Commissioner Goodwin said:

"The Commissioners of Civil Service have received the certificates of the appointment of James E. Maguire, Joseph A. Rourke, Edward F. McLaughlin and Joseph A. Conry, and considered them at their meeting yesterday.

"In the cases of Mr. Maguire and Mr. Rourke, inasmuch as they informed you that, if their names were re-submitted they would give them further consideration, I have to say that they will proceed to the completion of their investiga-

tion without delay.
"In the cases of the appointment of Mr. McLaughlin and Mr. Conry, the commissioners completed the investigation and reached a decision thereon. If there is new evidence in regard to their qualifications for the positions to which you have nominated them, the commissioners will be willing to re-open the cases and give such evidence careful consideration. They will be glad to receive from you therefore any new evidence which you as mayor may desire to submit, either orally or in writing as you may prefer.

Consider Park Commissioners

The other letters, having to do with the appointments of Theodore C. Haffenreffer and John J. Martin as park commissioners, follows:

"The Commissioners of Civil Service at their meeting vesterday considered your appointment of Theodore C. Haffenreffer and John J. Martin as park commissioners. A lega lquestion has arisen under the law creating the park commission, Chapter 185 of the Acts of 1875, and sion, Chapter 185 of the Acts of 1875, and the city ordinances of 1914, Section 1, stating that one of the commissioners 'shall be a landscape engineer or an architect of not less than five years' experience.' The commissioners are in doubt whether or not this provision of the ordinances is in effect at the present time, but have been informed that the provision had been observed in the past, Mr. Robert S. Peabody, an architect, having served for years and later Mr. Charles A. Coolidge, architect. Upon the resignation of Mr. Coolidge the position

PARK BOARD CHOICES OF MAYOR DEFENDED

Requires No Architect

Boston Park Commissioners need not be landscape architects. Corporation Counsel Samuel Silverman advised Mayor Curley in a ruling yesterday relative to the appointment of John J. Martin and Theodore C. Haffenreffer. The Civil Service Commission had questioned Mayor Curley's right to appoint these men because of an old city ordinance.

Counsel Silverman wrote the Mayor that the Park Commission was created by statute law, which supersedes the city ordinance. The Civil Service Commission asked an early opinion in order that it may act on the nominations of Haffenreffer and Martin at Tues-

day's meeting.
'The commission's letter to the Mayor

"The Commissioners of Civil Service at their meeting yesterday considered your appointment of Theodore C. Haffenreffer and John J. Martin as park commissioners. A legal question has arisen under the law creating the Park Commission, Chapter 185 of the Acts of 1875, and the city ordinances of 1914, Section 1, stating that one of the commissioners 'shall be a landscape engineer or an architect of not less than five years' experience.'
"The commissioners are in doubt

whether or not this provision of the ordinances is in effect at the present time, but have been informed that the provision had been observed in the past, Robert S. Peabody, an architect, having served for years, and later Charles A. Coolidge, architect, Upon the resignation of Mr Coolidge the position was not filled except by the assignment of an 'acting commis-

'They therefore respectfully request "They therefore respectfully request that you will obtain a ruling from your corporation counsel in relation to the ordinance. Will you kindly do this as promptly as possible, inasmuch as the commissioners will consider the appointment of Mr Haffenreffer and Mr Martin at their meeting on Tuesday next?" day next?

420BE 2/12/30 PM

CAHALAN ON HIS **NEW JOB TODAY**

Assumes Duties as Secretary to Health Board

Joseph A. Cahalan of 549 West Park st, Dorchester, who was yesterday approved by the State Civil Service Commission is secretary to the Boston Board of Health, assumed his new duties at City Hall this morning, but will continue his duties in the office of the city registry until his successor



JOSEPH A. CAHALAN

is appointed. The new Health Department secretary's desk on the 11th floor of City Hail Annex was a bower of flowers when he took his seat and received the congratulations of his numerous friends in the city service and outside.

Mr Cahalan entered the city employ in March, 1912, when he was appointed a supervisor of playgrounds by Ex-Mayor John F. Fitzgerald. Later, Mayor Curley, in his first administration, made him a visitor in the Depart-ment of the Overseers of Public Wel-fare in charge of cases originating at the Boston City Hospital. Mr Cahalan was afterward, for a short time, chief was afterward, for a short time, chief-clerk in the fire alarm branch, and on April 15, 1914, he was appointed during the Peters' administration an inves-tigator and visitor in the city registry under the late Edward W. M'Glenen, While in the city registry Mr Ca-halan prosecuted all cases that arose out of applications for marriage, and

out of applications for marriage, and he worked with the Stte Board of he worked with the Site Board of Registration of Medicine to see that doctors reported all births at which they were the attending physician. Mr Cahalan was born in Warren st,

Mr Cahalan was born in Warren st, Roxbury, 1887, one of nine children, eight of whom are alive. He was a member of the class of 1907 at Boston College and afterward was employed on the Boston Stock Exchange. Then he went into the office of Hayden Stone & Co, and later he became an assistant secretary to the late Thomas W.

He is married and makes his home with his wife and three children, the oldest, a girl, being a member of the senior class of the Dorchester High

Mr Cahalan is high senior conductor of the Massachusetts Catholic Order of Foresters, and widely known in Catholic circles.

GLOBE 2/13/30 PM

UNEXCELLED AIRPORT ing and unloading or passengers. The development of a permanent seaplane port as filling progresses to permit of the same. PLANNED BY CURLEY

Would Fill and Grade 40 Acres of State-Leased Land

Development of the Boston Airport into one of the finest in the country was the subject of a conference

the country.

expended will be used for filling and every respect.

one year and even if the amount was available that it would be impossible to carry through the projected develop- the world

and Theodore Holton.

The improvements to give Boston a Class 1 rating as outlined by the Mayor in the order for the \$250,000,

The building of a hydroplane ramp to provide a landing place for sea-planes or surface boats in proximity

area for parking purposes.

Fence Planned

The erection of a fence with opening for planes in front of the hangars to be used by the operators for the load-

The establishment of suitable concrete markers.

Additional lighting equipment, including beacon, etc. and such obstruc-tion lighting on nearby buildings as

Mayor Will Recommend may be necessary.

The filling at the earliest possible moment of the triangular space between the National Guard hangars and Wood Island Park. (This area to and Wood Island Park. (This area to and Wood Island Park to such additional hangars be used for such additional hangars as may be required.)

The general development of the Air-

Gumption for the Airport

This city has shown, during the last likely to be in use. men in the aviation world at City two years, a forceful determination to We think that the essential need which Hall yesterday afternoon. At the nail the possibilities of Boston's future the Chamber here points out is imperaconclusion of the conference the in the air down to the earth of progres- tive, and should most certainly be ful-Mayor announced that he would send sive reality. That statement mixes filled. But that does not necessarily metaphor but it tells no lie. Among mean that the State Department of Pubrecommending an appropriation of sumption letches and the Among mean that the State Department of Pubmunity, none has been stronger than the tial need can be met only by use of the At the present time there is an energetic and farsighted work done for particular State-land flats now in queswith the \$250,000 would make avail- port. The pioneers who were smiled at, in close proximity to the deep ship-chan-

pects to obtain on lease from the Commerce is endorsing to the Legisla- where the ship-channel lies. to be filled stretches from the airpractical reasons and as a matter of Public Works a reasonable discretion in Before Boston can obtain that high rating from the United States Department of Commerce, many things. rating from the United States Department of Commerce, many things are seventy years ago in the planning of necessary, including the acquisition commonwealth avenue. Having found out that if the State abided by the original representation of Public Works the responsibility of authority in the princip of Mayor Cur. construction. The completion of the order in the state ablaced by the original agreed plan to have the street only in all agreed plan to have the street only in the opinion of Mayor Curinal agreed plan to have the street only in the avoiding any error in the premises. But if the avoiding any error in the premises. But if the avoiding any error in the premises. But if the avoiding any error in the premises. But if the avoiding any error in the premises. But if the avoiding any error in the premises. But if the avoiding any error in the premises. But if the avoiding any error in the premises. But if the avoiding any error in the premises. But if the avoiding any error in the premises. finest residential avenues in any city of the old agreed plan, and added sixty feet ment in less than two years.

Among those present at the conference was Park Commissioner William P. Long, Maj Robert F. Raymond of P. Long, Maj Robert F. Raymond of the Aviation Business Bureau, Rayhighest distinction, even though the mond B. Baldwin of the Boston Airport Corporation, Waldo Brown, Fred Ames, East Coast Aircraft; Maj Arthur L. Richmond, Lieut Crocker Snow, Chandler Hovey, Gardner Fiske the State's previously existing title to lands which, though then merely mudflats, later became the present valuable Fenway district.

The details of the plan for the Airport approved by the Poston Chamber having been frequently described in this to the present hangars.

The construction of a permanent newspaper, it seems sufficient to state road in the road in this newspaper, it seems sufficient to state the Chamber's main contention, also the est. namely, that "the further expansion of

the Boston Municipal Airport is essential if Boston is to keep abreast of the growing air traffic here and the development of aviation throughout the United States. In fact, without such expansion, the Airport cannot meet the minimum requirements for Class I rating on size from the Department of Commerce." That is the basic consideration which underlies the present endeavor to have the Legislature authorize the State Department of Public Works to lease to the city a still further area to the southeast of the existing airport in order TRANSCRIPT 2/3/3, to provide, among other things, ample runways for the largest types of seaplanes and airplanes now in use or soon

unexpended balance of \$80,000 which the development of the East Boston Air- tion. It is true that some of this land able \$330,000. It is the first step in in this connection, are plainly winning nel has a possible value for the future a development which will cost \$1,- their battle. They have carried the day of Boston as an industrial seaport which 500,000 and give to Boston one of the against fear and have set Boston's mind should not be lightly ignored. There is two Class 1 ratings in airports in running toward favor of an airport desome reason for considering whether an velopment not trifling or cramped in any equally effective meeting of the airport's The \$250,000 with the \$80,000 un- way, but of the Federal Class A-1 in expansion need could not be attained by Right now the Boston Chamber of north rather than toward the south,

But since the present legislative re-Boston promptly smashed of the flats on the south, then by all lative present achievement in the year 1930 for the realities of Boston's success as an airport is certainly a bird in the hand worth two in the bush of the future.

Gov. Green of Michigan Visits Boston

Comes in Connection with coat lapel a monwealth. "Maine" Memorial Exercises at Faneuil Hall

Governor Fred W. Green of Michigan, national commander of the United Spanish War Veterans, arrived in Boston this morning for a two-day visit in connection with the "Maine" memorial exercises to be held this evening at Faneuil Hall

with the "Maine" memorial exercises to be held this evening at Faneuil Hall under the auspices of the United Spanish. He was met at the Huntington avenue of the Boston Municipal Council, war veterans, organization and at 11.30 dent of the Boston Municipal Council, was received by Gov. Allen at the State House, A call on Mayor Curley at the City tive was the guest of honor at a luncheon Governor Allen. Those receiving Governor Allen. Those receives the City Allen Mayor Curley, Rear Admiral Philip An. Manus, U. S. A.

Other guests of the evening will be dent of the auxiliaries of the U. 3.

W. V., who is a practicing attorney in the

Winth Governor Green on the train were Thomas W. Paine, judge advocate to to tomorrow evening at 7.35, in order and James J. Murphy, quartermaster in commemoration of the organization, of Washing- "Maine." "Maine." "Maine." "Maine." "Maine." "Before his election as governor, in 1926, Governor Green was a resident. ington, D. C. Arriving at 10.40, Governor Before his election as governor, in 1926, Green and his party drove to Hotel Stat. Governor Green was a resident of Ionia, he assorted by two motorcycle police. Mich., where he operated a chair factory

Governor Green, is on the up grade. "The auto factories are starting up again after their regular fall shutdown," "I talked to Lawrence P. Fisher, president of the Cadillac Co., and Richard Scott, president of the Reo Company, last week and found everyone very opti-mistic."

From the Statler Governor Green went From the Statler Governor Green went to the State House to pay his respects to Governor Allen. After paying a visit to the Hall of Flags, Governor Green was escorted to the council chamber, just outside the governor's office, where he was greeted by Adjutant General Jesse Stevens of Governor Allen's staff. Taxes, roads, and the problems of a

Jesse Stevens of Governor Allen's stant.

Taxes, roads, and the problems of a governor's job were the principle matters governor's job were the principle matters if the mayor has an discussed by the two governors, when, offer in their behalf.

The mayor has respectively.

to himself: "That goes double."

Governor Allen asked: "Well, are you Again Appeals for

ood many people would like to aat," answered Governor Green. said Governor Allen, "I withdraw the question. I see that it wasn't

According to his custom, Governor Allen presented his guest with a pair of driving gloves, and also affixed to his contained to his custom. coat lapel a small gold seal of the Com-

monwealth.

The rest of Governor Green's day was almost completely taken up by a schedule of luncheons and official visits. After ule of funcheons and official visits. After leaving the State House, he called at City Hall and was greeted by Mayor Curley. At one o'clock, he was guest at a luncheon at the Parker House Curley. At one c'clock, he was guest at a luncheon at the Parker House tendered by Governor Allen, after which to deliver an address to the he was to deliver an address to the

commander; Edward Gihon, past national Green tomorrow at a luncheon at the commander; Timothy W. Kelly, Charles Green tomorrow at a luncheon at the Statler at 1.15. Between 2.30 and 3 P. M. tomorrow, radio stations WBZ and WBZA will broadcast the remarks of the J. Flanagan, Major Thomas and the tomorrow, radio stations WBZ and Natick, Charles J. Corkery and Charles WBZA will broadcast the remarks of the mayor and his guest at the hypothesis. atick, Charles J. Corkery and Charles wedla will proadcast the remarks of the Bogan.

Winth Governor Green on the train Governor Green will leave for Washings at 7 35 in order.

Green and his party drove to Hotel Stat. Governor Green was a resident of Ionia, ler, escorted by two motorcycle police. Mich., where he operated a chair factory. men. There he was briefly interviewed He is fifty-eight years old and was admitted to the bar in 1899. In the Spanish. ted to the bar in 1899. In the Spanish-the charges made vesterday in Wesh, tenant and ranks as a brigadier reporter. Governor Green was non-committal as to the charges made yesterday in Washington by Walter W. Liggett, author of in the Michigan National Guard, where served such that Devaring such charges," said Governor and for ten years. He has served twelve terms as mayor of Hinia State Republican committee. He is martically months old.

Governor Square Curley Says Overpass at Cot-

tage Farm Bridge Not Pressing

When Mayor Curley today received a letter from Henry I. Harriman, chairman of the board of trustees of the Bos ton Elevated Company, urging consideration of plans for an overpass at the Cot tage Farm bridge, he immediately replied, in language similar to that used by him at the legislative hearing yes terday, that the primal traffic considera tion now is the subway at Governor Square and the Elevated trustees should approve that \$3,000,000 improvement at

Mr. Harriman transmitted a sketch prepared many months ago for the overpass, expressed the opinion that final plans would differ from the original in pians would older from the original in detail and asked if he would have either the park department or the transit de the park department of the transit department prepare a plan for his consideration. The trustees of the Elevated sideration. The trustees of the Elevated would be glad to co-operate, Mr. Harriman said, "on this very important improvement which will serve alike in provement which will serve alike in speeding up trolley service and increasing the usefulness of Commonwealth avenue for the many thousands of auto-mobiles that use it."

The mayor, in reply, remarked that in view of the fact that the suggested overpass could be constructed in six months, and the additional fact that the city had taken a position on the improvement at taken a position on the improvement at Gövernor square, he saw no occasion for haste concerning the overpass. He could only reiterate what was said before the Committee on Metropolitan Affairs, that the presence on the ballot next fall of the question whether the Beston Ele-of the question whether the Beston Ele-vated railway system shall be operated under public control and public ownership, or private ownership with public control, should first be settled before major expenditures are made for the im-

Continuing, the mayor wrote:

"Under the circumstances there is no "Under the circumstances there is no way to evade the responsibility for proceeding at once with the extension of subway transportation facilities in the vicinity of Kenmore square, and in view the fact that the carrying charge suffice. of the fact that the carrying charge sufficient to cover amortization represents but cient to cover amortization represents but \$135,000 each year, there apparently is no way in which the public control trustees of the Boston Elevated Railway system can evade what is clearly their duty, namely, to approve of this improvement at once."

Curley Will Plead for Two Appointees

Mayor Curley will go before the Civil Mayor Curley will go before the Civil Service Board Monday afternon to plead for the confirmation of Joseph A. Conry, appointed as traffic commissioner, and Edward F. McLaughlin, appointed as fire commissioner, and will take the appointed so the commission if the board has no objection. The commission indicated a will. The commission indicated a will-

ingness to discuss the appointments anew "three competent persons." if the mayor has any new evidence to the statute should supersede and is paramount to municipal ordinances.

discussed by the two governors, when, offer in their behalf.

Surrounded by a group of photographers, sat down for a chat in the chief execucion came into the conversation, however, and seen in the morning papers that having seen in the morning papers that commissioners must be an archiaction on the mayor's nominations of the commission should be composed of refer of Jamaica Plain.

ORPHANS OF THE STORM



Two-Fisted Mayor

With one hefty swing Mayor James M. Curley lands on the chin of a pestiferous group known as "tax title sharks."

Then he crosses his left on an equally undesirable element, the "political contractors."

Property owners, realtors and the building trades will all benefit from the mayor's offensive against these gentry who slice off graft, directly or indirectly, from the community.

The "political contractor" bids on city contracts. He usually has no legitimate office. He escapes the overhead and other responsibilities of the bona fide contractor. Obtaining a contract he sub-lets it and takes a commission as his rake-off. His interest in the contract and in the work to be performed ceases forthwith.

Mayor Curley has assured labor leaders and building trades employers that "political contractors" will be barred from City Hall. City contracts are to go only to reputable firms.

The "tax title shark" operates thus: The city sells at auction a tax title to a property on which taxes have not been paid. The "shark" bids in the tax title. The property owner has two years in which to redeem his title. Meanwhile the "shark" collects the property rents, but refuses to pay the taxes, claiming the owner must pay them. But the owner is receiving no income from the property with which to meet the taxes.

The mayor calls these tax title exploiters "racketeers" and has instructed the city law department to sue them for taxes due.

JOINT TRIBUTE FOR LINCOLN, WASHINGTON

Public observance in Boston yesterday of the anniversary of the birthday of Abraham Lincoln will be renewed next Sunday when the official city of Boston exercises in memory of Lincoln and George Washington will form a combined program in Symphony Hall.

Julian D. Rainey, prominent attorney and an assitant corporation counsel, placed a wreath yesterday at the foot of the Lincoln statue in Park sq. Hurrying throngs paused to observe this tribute.

Mr. Rainey represented Mayor Curley at a Lincoln-Douglas celebration in the Ebenezer Baptist Church, West Springfield st., last night.

Judge James A. Lowell paid a tribute to Lincoln at the opening of Federal court yesterday and closed his remarks by reading Edwin Markham's poem. "Up From the Log Cabin to the Capitol."

Anniversary exercises were held in the schools, the lessons of the life of Lincoln being impressed again on youthful minds.

Many persons visited the Lincoin Cabin on the Milton estate of Miss Mary Bowditch Forbes where exercises took place at 2 p. m.

exercises took place at 2 p. m.
Dr. Louis A. Warren, Fort
Wayne, Ind., was Lincoln Day
speaker to the New England Historical and Geanological Society,
Ashburton pl. Alaine Locke
spoke on "Self-Emancipation and
the Negro" before the Women's
City Club.

Addresses, music and exhibit of Lincoln relies were on a Lincoln program last night at Dorchester High school center. Rev. Vaughn Debney was speaker and the Lyric

High school center. Rev. Vaughn Debney was speaker and the Lyric Male Quartet sang negro spirituals. Governor Allen, speaking before the Middlesex Club at its annual dinner in the Hotel Statler, said that the Republican party should firmly adhere to the lofty principles which dominated it during the regime of Lincoln, and eulogized the Great Emancipator.

Hub Airport Must Lead, Says Mayor

Boston intends to extend the East Boston airport within the next five years until the port assumes superiority over any in the country, Mayor Curley told the legislative committee on harbors and public lands yesterday.

The statement was made during a period when the Mayor was seeking a favorable report on authorization for the leasing of 40 acres of mud flats. Sen. Henry Parkman, Jr., sponsored the bill.

For the Airport

A brief submitted by the Boston Chamber of Commerce to the Legislative Committee on Harbors and Public Lands yesterday summarizes clearly and forcibly the reasons for legislation to permit the leasing of additional land to the city for expansion of the Municipal Airport at East Boston.

Further expansion of the Airport is necessary, the Chamber points out, if Boston is to keep abreast of the increasing air traffic here. Since the city assumed control of the Airport two years ago the landing area and other facilities have been greatly increased. But traffic has developed so rapidly that the present area shows signs of soon becoming crowded.

The proposed expansion, as the Chamber argues, involves filling of adjacent flats. This will require a year after the work has begun. Hence the urge for action now on Beacon Hill.

CURLEY PLANS PERSONAL PLEA FOR NOMINEES

Mayor Curley proposes to go in person before the Civil Service Commission to urge the certifica-tion of Edward F. McLaughlin as fire commissioner and Joseph A.

fire commissioner and Joseph A. Conry as traffic commissioner.
This will make the first time that a Boston Mayor, so far as recalled at City Hall yesterday, has visited the Civil Service Commission to plead for men appointed by him who have been rejected.

The mayor was notified yester-day by Chairman Elliot H. Goodwin of the commission that Messrs. McLaughlin and Conry stand def-

initely rejected.

The appointments of James E. Maguire as institutions commissioner and Joseph A. Rourke as public works commissioner are public works commissioner are still under the commission's consideration.

Chairman Goodwin notified the mayor, in regard to McLaughlin and Conry, that the commission would reopen consideration their appointments if the mayor would submit new evidence as to their qualification. To this offer the mayor immediately wrote the

following reply:

"I shall be very pleased to avail
myself of the very gracious tender contained in your communication and, provided the same is agreeable to you, I shall request the two gentlemen whom I have nominated for these positions to accompany me to the office of the Department of Civil Service and Department of Civil Service and Registration upon such day and at such hour as you may designate during the week of Feb. 17."

In the communication regarding Conry and McLaughlin Chairman Goodwin also notified the Mayor that a legal question has arisen over appointments of Theodore C. over appointments of Theodore c. Haffenreffer and John J. Martin as park commissioners, an ordi-nance requiring one of the com-missioners to be a landscape engineer or architect of five years' xperience.

AMERICAN 2/13/30

More than 100 coal pedlars lent their presence to a hearing before the legislative committee on mercantile affairs on two bills designed to vest local authorities with the power to license fuel pedlars, an authority now exercised by the

Congressman Charles L. Underhill of Somerville and others favoring the measure held that the present licensing fee, \$27.50, is excessive, and should be replaced by a nominal fee to be exacted by local authorities

Maj. Francis Meredith, state sealer of weights and measures, spoke in opposition to the bills. He pointed out that the license fee covers not only the sale of fuel but certain other "wares and merchandise" as well, and that the present law which became operative last September and which he said is working satisfactorily is "not yet

POST 2/13/30 URGE PLAYGROUND NAMED FOR GALLIVAN

A resolution calling on the City of Boston to purchase the abandoned Boston Elevated carbarn site on Washington Elevated carbarn site on Washington street, near Ashmont street, Dorchester, and to turn it into a playground to be named for the late Congressman James A. Galliyan, was passed last night by Thomas J. Roberts passed last light by Thomas J. Roberts Post, American Legion, at a meeting in Dorchester High School. Copies of the resolution will be sent

Mayor Curley and to the City Coun-

URGES MORE AIRPORT LAND

Curley Is Speaker Before Legislative Committee

Appearing yesterday at the State House before the legislative committee on public lands and harbors, Mayor Curley declared that Boston proposes to expand its airport facilities to such an extent that within five years this city will have one of the finest fields of its kind in the country.

The bill being heard by the commit-tee was the petition to authorize the State Department of Public Works to lease to the city of Boston an addi-tional 40 acres of mud flats in East Bosfor ton for purposes of enlarging the municipal airport.

As sponsor of the bill, Senator Henry Parkman, Jr., said the idea of the measure was to enable the city to increase its facilities sufficiently to obtain a Class A rating from the federal Department of Commerce, and to provide more accommodations for seaplanes.

Samuel Silverman, corporation counsel for the city of Boston, speaking with direct reference to the airport, stated that Boston would appropriate \$250,000 for filling in the flats and erecting run-ways there. He also requested a strip of water whereupon the city could construct a concrete seaplane ramp at a cost of \$100,000.

With reference to the technical side of the airport project, Theodore G. Holcombe of the Boston Chamber of Commerce, said that the municipal airport required sufficient area, so that one por-tion could be devoted to a landing field, and a separate zone for taking off.

POST 2/13/30 WANT TAX LIMIT MAXIMUM SET

Chamber and Real Estate Exchange Act

A joint committee representing the Boston Chamber of Commerce and the Boston Real Estate Exchange yesterday sent a communication to the legislative committee on municipal finance advocating a maximum tax limit for a period of years for the city of Boston. The suggestion was discussed as a substitute for the present practice of en-deavoring to fix an exact tax limit each year, at a recent legislative tear-

ing.

The communication is signed by Albert M. Chandler for the Chamber and Tarrant P. King for the Exchange, and expressed a belief that the plan of a maximum limit should be a reasonable compromise between those who favor abolition of the tax limit and those who wish to retain some measure of legislative control over appropriation in Boston.

HERALD 2/13/30

CURLEY TO PUSH 2 NOMINATIONS

To Go Before Civil Service Board with McLaughlin And Conry Appointments

ASKS COMMISSION FOR ORAL HEARING

Mayor Curley will undertake next week to convince the civil service commissioners that his appointments of Joseph A. Conry as traffic commissioner and ex-Senator Edward F. McLaughlin as fire commissioner merit official confirmation.

He intends, if the commission inter-poses no objection, to take Conry and McLaughlin to the State House. He asked the commission to designate any convenient hour next week for the meeting which Commissioner Elliot H. Good-win, in a communication to the mayor

yesterday, said would be acceptable.
Goodwin admitted that the commission last week voted against appointments of Conry and McLaughlin.
However, the commission indicated a

willingness to allow Mayor Curley to submit, orally or in writing, "any new evidence" which he may desire to pre-The mayor said he would make an oral presentation of the qualifica-tions and fitness of McLaughlin and Conry. He also asked permission to invite his appointees to the meeting.

Commissioner Goodwin's letter to the mayor follows:

The commissioners of civil serhave received the certificates of the appointments of James S.
Maguire, Joseph A. Reurke, Edward
F. McLaughlin and Joseph A.
Conry, and considered them at their

Conry, and considered them at their meeting yesterday.

In the cases of Mr. Maguire and Mr. Rourke, inasmuch as they informed you that if their names were resubmitted they would give them further consideration, I have to say that they will proceed to the completion of their investigation without delay.

without delay.

In the cases of the appointments of Mr. McLaughlin and Mr. Conry, the commissioners completed investigation and reached a decision thereon. If there is new evidence in regard to their qualifications for the positions to which you have nominated them, the commissioners nominated them, the commissioners will be willing to reopen the cases and give such evidence careful consideration. They will be glad to receive from you, therefore, any new evidence which you as mayor may desire to submit, either orally or in until or as you may prefer

desire to submit, either orally or in writing, as you may prefer.

The commission's consideration of the mayor's nominees, Theodore C. Haffenreffer and John J. Martin, for park commissioners, was held up by reason of a legal technicality, the civil service commission chairman informed Mayor Curley in a second letter.

The law creating the park commission and city ordinance, he pointed out, provides that one of the commissioners "shall be a landscape engineer or an architect of not less than five years' experience." So far as the civil service commission knows, this provision is still in effect, he stated, and up to date has been observed. He requests the mayor to obtain a ruling from the corporation counsel in relation to the city ordinance

and inform the commission as early as possible, as it is planned to consider these two nominees at the commission's meeting next Tuesday.

SILVERMAN RULES

Says Landscape Gardener Provision Appears Untenable

Corporation Counsel Samuel Silverman expressed the opinion yesterday that the suggestion of the civil service commission that one of the Boston park commissioners must be a landscape architect, pecause a municipal ordinance so provides, is untenable.

He ruled that the park commission was created by statute law and that no city ordinance can supercede a statute. Mayor Curley, to whom the opinion was given, will transmit it to the civil ser-

vice commission.

Action upon the appointments of Theodore C. Haffenreffer and John J. Martin as park commissioners was held up because somebody called to the attention of the commission the ordinance which relates to a landscape architect. The statute says that the commission shall be composed of "three competent persons."

POST 2/13/30 **CURLEY TO** PLEAD FOR NOMINEES

Will Take McLaughlin and Conroy Before Civil Service Board

Accepting the offer of the State Civil Service Commission, Mayor Curley announced last night that he will appear personally at the State House next week to plead for the confirmation of former Congressman Joseph A. Conry as traffic commissioner and former State Senator Edward F. McLaughlin as fire commis-

DEFINITELY REJECTED

Furthermore, if it is agreeable to the State commission, the Mayor will set a precedent by taking his two nominees with him in an effort to prove that they should not be turned down a second time.

That they had been definitely rejected by the civil service commissioners was revealed yesterday in a communication

to the Mayor from Chairman Elliot H. Goodwin, stating that the commission had completed its investigation of Mc-Laughlin and Conry, but would re-open the cases, provided that the Mayor desired to present "new evidence" in regard to their qualifications.

Glad of Opportunity

Responding to the civil service invitation to the Mayor to give his evidence "either orally or in writing," the Mayor stated "I shall be very pleased to avail myself of the very gracious tender contained in your communica-tion and provided the same is agree-able to you, shall request the two gentlemen whom I have nominated for these positions to accompany me to the office of the department of civil service and registration upon such day and at such hour as you may designate during the week of Feb. 17."

The State commission has not taken final action on the Mayor's nomination of former Public Works Commissioner Joseph A. Rourke for another term in that capacity, and former State Sena-tor James E. Maguire for institutions commissioner, as they are still under consideration, Chairman Goodwin informed the Mayor.

Curious Over Ordinances

The State civil service commission also called upon the Mayor to clear up their doubts regarding the legal constitution of the park commission, so that on next Tuesday they may take final action on his nominations of President John J. Martin of the Exchange Trust Company, and Theodore C. Haffenreffer of Jamaica Plain as park commissioners.

The commission noted that the city ordinances of 1914 provided that one of the commissioners should be a landscape engineer or architect. Chairman Goodwin requested the Mayor to ob-tain a legal opinion from the law department on the question.

Statute Supercedes Ordinances

In an opinion handed down to the Mayor last night, Corporation Counsel Samuel Silverman stated that the statute, creating the park commission pro-vided that it should be composed of "three competent persons," and he de-clared that the statute should supercede and was paramount to municipal ordinances.

Chairman William P. Long insisted that he was qualified as the technical member of the park commission, and that it was not necessary for the other two members to be engineers of architects even under the ordinances.

DORCHESTER TRADE BOARD TO BANQUET

The annual banquet of the Dorchester Board of Trade will be held Tuesday evening, Feb. 25, at the Copley-Plaza Hotel. R. J. McFall, chief statistician of distribution of the Department of Commerce, sent here as the personal representative of R. P. Lamont, Secretary of Commerce, will be the speaker. Among the invited guests are Mayor Curley, Mayor Thomas J. McGrath of Quincy, and Major-General Alfred E. Foote. Special entertainment has also been arranged. P. J. Connelly is chairman of the committee on arrangements. Tickets to the banquet can be ob-The annual banquet of the Dorchester

Tickets to the banquet can be obtained by applying to the Dorchester Board of Trade, 1441 Dorchester avenue, or to the chairman of the committee arrangements.

GROBE 2/13/30 AM

PROPOSES BOSTON LEAD IN AVIATION

Mayor Curley Speaks for Lease of 40 Acres More

Forty-Passenger Plane May Come-Seaplane Facilities Sought

Boston proposes to expand its airport facilities so that within five years the city will take the ascendancy in aviation development in this country, Mayor Curley told the Legislative Committee on Harbors and Public Lands yesterday. A hearing was held on a petition to authorize the State Department of Public Works to lease to the city of Boston an additional 40 acres of mud flats in East Boston

40 acres of mud flats in East Boston to enlarge the airport.

The purpose of the bill, Senator Henry Parkman Jr of Boston, its sponsor, said, was to enable the city to increase its facilities sufficiently to obtain a class A rating from the Federal obtain a class A rating from the Federal Department of Commerce and to provide more accommodations for sea-

Level Island, Fill Flats

Samuel Silverman, corporation counsel for the city of Boston, explained that the city would appropriate \$250,000 for filling in the flats and erecting run-ways. He also requested a strip of for filling in the flats and erecting run-ways. He also requested a strip of water, upon which the city would con-struct a concrete seaplane ramp, at a cost of \$100,000. Two years ago, he stated, Boston obtained a lease of the East Boston airport district for \$1 and had expended \$500,000 since then William P. Long, park commissioner, presented maps of the airport terri-tory.

presented maps of the airport territory.

The airport bill is only a portion of an ambitious plan for development of Boston Harbor, Mayor Curley disclosed. The first step, he said, would be the expenditure of \$1,000,000 for leveling Governor's Island and using the soil to fill in Bird Island flats.

"In my 30 years of contact with municipal experience," Mayor Curley remarked, "I cannot remember a time when there was a more seriously con-

when there was a more seriously con-certed movement for metropolitan in-dustrial expansion."

Separate Fields Needed

Theodore G. Holcombe of the Boston Theodore G. Holcombe of the Boston Chamber of Commerce said the municipal airport desired sufficient area, so that one portion could be devoted to a landing field and a separate zone for taking-off.

Waldo Brown of the Colonial Air Transport Company said his corporation wished to use the new 40-passenger tri-motor planes, and consequently more land to provide for longer runways was necessary.

ways was necessary.
Frank S. Davis of the Maritime As sociation of the Boston Chamber of Commerce, Crawford Hollis, Gardner Fiske, and Arthur L. Richmond, chair-man of the State Advisory Board of Aeronautics, were among those record.

A bill that included leasing the flats to private industries was presented by Representative William H. Hearn of

Boston.

A related project was urged by proponents of a bill sponsored by the

United improvement Association, authorizing the Department of Public Utilities to dredge the Bird Island flats between the harbor line and East Boston shore.

The Massachusetts Bay Yacht Clubs' Association was recorded as supporting the bill.

Another bill was explained by Representative Owen A. Gallagher of Dorchester to vest the licensing of pipe lines and cables in the Department of Public Works.

MAYOR WILL TACKLE CIVIL SERVICE BOARD

He, McLaughlin and Conry to Appear Before It

Curley to Seize Opportunity Given for Reopening of Two Cases

Determined to take advantage of the expressed willingness of the Civil Service Commission to hear new evidence in regard to the qualifications of two of his nominees for major municipal offices, Mayor Curley announced late yesterday afternoon that he expects to appear before the commission next week with Edward F. McLaughlin and Joseph A. Conry.

Replying to the communication of Civil Service Commissioner Goodwin earlier in the day, Mayor Curley requested him to designate a day and hour for hearing additional information relative to the selection of Mc-Laughlin as Fire Commissioner and Conry as Traffic Commissioner.

Other Cases Still Open

The letter of Commissioner Goodwin to Mayor Curley indicated that the commission had given both Conry and McLaughlin all the consideration it intended to, unless new evidence bearing on the appointments were submitted. The commission is still investigating Joseph A. Rourke for the office of Public Works Commissioner, and James E. Maguire of East Boston for the office of Institutions Commissioner.

Commissioner Goodwin's letter fol-

The Commissioners of Civil Service have received the certificates of the appointment of James E. Maguire, Joseph A. Rourke, Edward F. McLaugh-lin and Joseph A. Conry, and consid-ered them at their meeting yesterday.

"In the cases of Mr Maguire and Mr Rourke, inasmuch as they informed you that, if their names were re-submitted, they would give them further consideration, I have to say that they will proceed to the completion of their

will proceed to the completion of their investigation without delay.

"In the cases of the appointment of Mr McLaughlin and Mr Conry, the commissioners completed the investigation and reached a decision thereon. If there is new evidence in regard to their qualifications for the

positions to which you have nominated them, the commissioners will be will-ing to reopen the cases and give such evidence careful consideration. They will be glad to receive from you there-fore any new evidence which you as Mayor of Boston may desire to submit, either orally or in writing, as you may prefer."

Mayor Curley's Reply

The Mayor replied as follows:

"I beg to acknowledge receipt of your communication this day with reference to certification of appointments submitted by me for the office of Fire Commissioner and the office of Traffic Commissioner.

Commissioner.

"I shall be very pleased to avail myself of the very gracious tender contained in your communication and, provided the same is agreeable to you, shall request the two gentlemen whom I have nominated for these positions to accompany me to the office of the Department of Civil Service and Registration upon such day and at such hour as you may designate during the hour as you may designate during the week of Feb 17."

HERALD 2/13/30

HARBOR IMPROVEMENT PROJECTS ADVISED

Improvements in Boston harbor to aid shipping, to enlarge the present municipal airport and dredging of areas of mud flats were urged yesterday before the legislative committee on public lands and harbors. Mayor Curley told of plans to level Governor's island and to fill in intervening flats to the airport comprising about 40 additional acres. This would be utilized for expansion of the airports so that it could obtain

a class A rating from the government. a class A rating from the government. Senator Henry Parkman, Jr., sponsor of the bill, received the mayor's support. The latter said that \$1,000,000 would be expended in East Boston waterfront development to aid shipping and industry

Other related bills were filed by Representative William J. Hearn, United Improvement Association and Representative Owen A. Gallagher. F. W. Merrick, representing the association, suggested that the present Bird island flats be dredged, thus eliminating a menace to shipping of that point to shipping at that point.

LONG TERM TAX LIMIT FOR BOSTON ADVISED

A joint committee of the Boston Chamber of Commerce and the Boston Real Estate Exchange in a communication to the legislative committee on municipal finance yesterday advocated a maximum tax limit for a period of years for this city in place of the present practice of fixing a tax limit each year. It was signed by Albert M. Chandler for the chamber and Tarrant P. King for the exchange.

CHARGES BY

Michigan Executive Greeted by Allen on Visit Here; Will Speak Tonight

White Detroit officials today branded as "lies" the statement of Walter W. Liggett, magazine writer, before a committee of Congress, Governor Fred W. Green of Michigan, whom Liggett named, de-clared in this city today that he would not dignify his accuser by making a reply.

Gov. Green was here as national commander of the United Spanish War Veterans and guest of the Massachusetts department, which he will address tonight at Faneuil

Hall. Liggett, whose previous charges about graft and corruption in Boston were repeated by him yesterday before the judiciary committee of the national House of Representatives, charged also that liquor was served and scantily clad dancers performed at a Michigan party which high officials attended.

REFUSES TO COMMENT

"I would not dignify this man (Liggett) on his charges by replying to them," said Governor Green at the State House where he visited Governor Allen. "I never heard of him until this 'Bawdy Boston' story was published." story was published."

According to the declarations of Liggett at Washington, which Michigan officials decried today, Gov. Green, Police Commissioner William P. Rutledge of Detroit, former Mayor John W. Smith and four municipal judges and other fficials attended the party which e described and which took place st November.

One of the judges said today at etroit that nothing stronger than ce cream was served and that the tertainment was provided not by isque dancers but by a boys' band of 40 pieces.

Other officials branded Liggett's statements as "lies." It was given out at Lansing that Gov. Green would gladly appear before the committee of Congress should his presence be desired.

OLICE HEAD AROUSED

"An attempt to discredit Gov. reen," was the characterizations sade of Liggett's story by Judge omer Ferguson of Detroit. He aid there were speeches at the party, band playing and songs and dances by well known professional

performers.
"I don't go where liquor erved or where dancers entertain; enybody who says I do is a liar, seld F lice Commissioner Rutledge.
Governor Green was asked point tonk today by Governor Allen,

tecutive offices, if he was going to run again. He replied:
"A good many people want to know that, so I won't commit myself here.

Governor Green was met at Huntington Avenue Station of the Boston & Albany by a committee composed of Col. Daniel J. Murphy, composed of Col. Daniel J. Murphy, Department Comdr. Charles J. McCarthy, Past National Comdr. Col Edward Gihon, Past National Chief of Staff Timothy W. Kelly; Dr. Peter O. Shea, past surgeon general; Past Department Comdrs. Charles J. Flanagan and Richard Flynn, Maj. Thomas Murphy of Natick and others

He was Governor Allen's guest at luncheon at the Parker House. He also visited Mayor Curley at City Hall. His address tonight at Faneuil Hall is part of an observance of the anniversary of the sinking of the battleship Maine in Havana harbor

"We have heard out in Michigan how economically you run things in Massachusette" the visiting chief executive told Governor Allen.

They talked of taxation. The Bay State Governor showed his guest a photograph of his baby son, and Governor Green promptly mentioned his own grandchild.

"I'd like to tell you all about my grandchild Nancy," he said, "but if I talked a week I wouldn't get any further than her curly hair, so I'll desist.

He was presented with a pair of gloves and a replica of the State seal by Governor Allen.

Asked for comment on the election in the Second Massachusetts Congressional District, where Willjam J. Granfield, Democrat, ran off with the honors in a Republican stronghold, Governor Green said:

"The election was somewhat disturbing to the Republican party. However, the dominant party, when industry is down, always suffers at an election."

GLOBE 2/13/30 PM SEEKS MORE NAVY YARD WORK HERE

Metal Trades Council in Mass Meeting Tomorrow

A mass meeting under auspices of the Charlestown Metal Trades Council, to direct attention to the loss of between \$6,000,000 and \$8,000,000 annually, said to be caused to Greater Boston by lack of work at the Charlestown Navy Yard, will be held tomorrow evening, in Fancuii Hall.

Boston is getting much less than its fair share of Navy Department work, its claimed, and the meeting intends

it is claimed, and the meeting intends to adopt measures looking toward the building up of a force of 2500 civillan employes at the Navy Yard.

The speakers invited are Gov Frank G. Allen, Mayor James M. Curley, Congressman John J. Douglass, Congressman A. Piatt Andrew, Hon Joseph A. Conry, Frank S. Davis and Thomas F. Lockney, the latter a director of the Jordan Marsh Company. The public is invited.

TRANSCRIPT 2/13/30

City Officials at . McGlenen Funeral

Mayor Curley and other city officials were among the large gathering which attended funeral services this afternoon for Edward W. McClenen, former city registrar, who died Tuesday at the Boston City Hospital. The services took place at two o'clock at the Second Church, Unitarian, and were conducted by Rev. Christopher R. Eliot, minister-at-large of the Benevolent Fraternity of Churches of Boston.

Included among the representatives of the city who attended were most of the employees of the city registrar's office, in which Mr. McGlenen had served for thirty years when he retired recently. Asspared from their duties attended the services, headed by James P. Balfe, acting registrar, and Jeremiah J. Leary, assistant registrar and oldest employee of the office in point of service. The floral tributes included a beautiful wreath of carnations and roses from Mr. McGlenen's former associates at the registrar's office.

The pallbearers were Dr. William Knowles, Arthur Knowles, Bement Ford Hibbard, Nicholas Marks, Frank Quinn, Murray Milner, Henry Cummings and Carl Baker, all close friends of Mr. Mc-Glenen's two sons, Rev. Edward W. Mc-Glenen, Jr., and Henry A. McGlenen.

Burial was in the family lot in Mount Hope Cemetery, where Mr. McGlenen's father, mother and brother also are buried. On the monument marking the lot, Mr. McGlenen had inscribed at the time of his father's death, "The best part of the record of every man's life is what he has done for others.'

Michigan Governor

In Address Emphasizes Opportunities Through Tercentenary Celebration

Speaking of the educational, industrial Speaking of the educational, industrial and historical centers of Massachusetts as being "extremely valuable from a publicity standpoint," Governor Fred W. Green of Michigan, predicted a "most wonderful year for the people of this State" if they take advantage of the Ter-State" if they take advantage of the Tercentenary celebration, in an address at a luncheon today at Hotel Statler, given in his honor by Mayor James M. Curley.

'Massachusetts should become during the coming year the playground of the world," Governor Green continued. "The attractions of not only historical signifi cance but many other things should want to make people from all over the world come to your Tercentenary celebration. A tremendous amount of publicity will be gained by this celebration and I, for one, envy what may be reaped

"The whole State should capitalize, constantly, the treasures which are to be found within your Commonwealth. You should be willing to spend unlimited funds to familarize the world with what you have to offer. Historically you are very wealthy, but you must not lose sight of the other things which are just as important. I want to say that I like Boston very much, much better than these few words can express.

"I have never been more cordially received in any of my official visits to any part of the country," he continued, "and what has impressed me most is the hospitality of the people. I have felt during my stay in Boston that I was always in the hands of friends who were anxious to out do themselves for me.'

At the mayor's luncheon, besides Mayor Curley and Governor Green at the head table were Charles F. McCarthy, State commander of the United Spanish War Veterans; Colonel Homer S. Grant, U. S. A.; Rear Admiral Philip Andrews, George Kyte, member of the Canadian Parliament, Lieutenant Colonel W. T.Hoadley, United States Marine Corps; State Com-Commander James H. Webb, G. A. R.; State Commander John J. O'Connell, American Legion; President William G. Lynch of the Boston City Council, J. C. Joseph Flamand, French consul; Commandatore Giovanni Maria Pio Margotti, consul general of Italy; Mayor Michael J. O'Hara of Worcester, of Worcester, former Mayor John F. Fitzgerald, Major James W. H. Myrick, commander of the Ancient and Honorable Artillery Company; State Commander Max Singer, Veterans of Foreign Wars; major General Alfred F. Foote, Kurt von Tippelskirch, German consul; Commander W. W. Wade, Military Order of the World War; District Attorney William J. Foley, Adjutant Henry D. Cormerais, Ancient and Honorable Artillery Company: John J. Martin and Colonel Edward J. Gihon, national commander, Military and Naval Order of the Spanish-American War.

The governor paid an unexpected visit to the Charlestown Navy Yard also. As Rear Admiral Philip Andrews was away on business, he was greeted by Commander P. K. Robottom, personal aide to Admiral Andrews. While at the yard Governor Green visited the frigate Con-

A sight-seeing trip to Lexington, Concord and the Wayside Inn at Sudbury

was made this morning by Governor Green, who is concluding a two-day visit to Boston in connection with the exercises at Mayor's Luncheon

to Boston in connection with the exercises held last night in Faneuil Hall by the United Spanish War Veterans, of which organization he is national commander.

Accompanied by Charles F. McCarthy, Accompanied by Charles F. McCarthy, Accompanied by Charles F. McCarthy, Marsachusetts, department, commander:

Massachusetts department commander; J. M. Murphy, quartermaster-general of the U. S. W. V.: Colonel Thomas Paine, judge advocate-general, and Colonel Edward Gihon, Governor Green left Hotel Statler at ten o'clock for a two-hour drive. He had arranged to stop at the Soldiers' Home in Chelsea upon his return, and immediately preceding Mayor Curley's lunchon in his honor at the

No formal engagements have been scheduled for Governor Green for the rest of the day. He will depart at 7.35 tonight for Washington, where he will attend the annual exercises tomorrow night in commemoration of the sinking of the battleship Maine in Havana Has-

Governor Green, as principal speaker before the veterans last night in Faneuil Hall, devoted himself to a plea for employment of men of fifty years of age "I am not so much concerned about the rate of wage," he said, "but whether every man is going to have a job. Industry has to adjust itself in the future to this end." Governor Green assured Governor Green assured those present that he was confident of the success of the Spanish War Veterthe success of the Spanish war veter-ans' pension bill in Congress, and that if it reaches the floor of the House, it will have a good chance of passage. More than 400 guests attended the banquet in the Ancients' Armory on the upper floor of Faneuil Hall, which preceded the exercises in the main hall.

Notable Tribute to Dr. J. F. O'Brien

Charlestown Physician Who **Enters City Service Given** Testimonial Dinner

More than 350 professional and business friends united last evening in a tribute to Dr. John F. O'Brien, for many years a physician in Charlestown, at a testimonial dinner in his honor at the Hotel Somerset in recognition of his appointment as assistant superintendent of the Boston City Hospital in charge of the tuberculosis department at Mattapan.

There could have been no more expressive text for the speeches than that provided by Mayor Curley in a letter which was read, to the effect that he rejoiced that "the unfortunate sufferers from that dread scourge, tuberculosis, are to have a physician in charge, capable, kindly, genial and lovable, Dr. John F. O'Brien." Representative Charles S. Sullivan, Jr., represented Mayor Curley and personally

represented Mayor Curley and personally brought the greetings of the city.

Mgr. Richard J. Haberlin and Rev. James
H. Dolan, S.M., president of Boston College, brought the greetings of the church, speaking of the great sympathy of Dr. O'Brien, and William F. Fitzgerald and Dr. Thomas J. O'Brien made pointed O'Brien, his self-sacrifice and his speaking of the great sympathy of Dr. O'Brien, his self-sacrifice and his service to the community. Joseph P. Manning, chairman of the board of trustees of the City Hospital, said that in seeking a man for the position of assistant supering tendent, they looked for a physician whose general practice had been comprehensive, a man of mature judgment, whose sympathetic interest in a mixed appropriate the memory of the night would live for.

AMERICAN /14/30

SEEK \$250,000 FOR BOSTON AIRPORT

A bill calling for the expenditure of \$250,000 for improvements on the Municipal Airport drawn up at a meeting in the of-fice of Mayor Curley, and will be presented to the City Council for action next Monday.

The meeting, attended by more than a score of operators, was called by Mayor Curley to decide what was necessary at the airport, and based on the assumption that the 40 acres of mud flats asked from the State will be granted to

the city.

The bill provided for levelling, grading and surfacing the additional 40 acres; erection of a powerful beacon light; erection of a fence with openings for planes in front of the hangars; establishment of a of the hangars; establishment of a ramp for seaplanes; placing a large, permanent marker in the middle of the flying area, with the word "Boston" in the center of the circle; construction of a cement road and improving the automobile parking area in the rear of the commercial hangars so that cars may be parked there without slowly sinking out of sight; marking of ly sinking out of sight; marking of such obstructions as needed; and bringing the airport up to a point where an A-I-A rating may be secured from the Department of Commerce, thus facilitating the move to make Boston Airport a port of entry into the United States move to make Boston Airport a port of entry into the United States.

When the mayor decided that the airport would be on a par with the best in the country, and wanted to get expert advice as to what was needed, he stepped right out on the proper foot, and called the gang

Such a move makes the flier realize that in the mayor they have an ally who doesn't need to be educated to the idea that aviation is here to stay and that an adequate airport must be provided.

hospital population was certain, one who would act with tact, ability, courtesy and The board believed they had

VALENTINE TIME



CITY HALL NOTES

Responding to the opposition voiced last year by West Ronbury residents, Mayor Curley late yesterday revealed his intention to drop the proposed widening of St. Ann street, from Forest Hills to Roslindale square, which was to have cost \$550,000. But he will start without delay the

widening of Centre street, to relieve traffic congestion on the Boston-Providence national motor route, for which the Legislature authorized an expenditure of \$1,210,000.

To develop the Boston airport into a To develop the Boston airport into a first class field and assure its approval by the federal government as a port of entry for foreign planes, Mayor Curley yesterday informed a conference of air transport executives at his office at City Hall, that he will ask the City Council to adopt a loan order of \$250,000.

With an unexpended balance of \$80,-With an unexpended balance of \$80,000 remaining in the treasury from the
1929 appropriation for the airport, the
Mayor explained that he will be able
to complete improvements amounting
to \$330,000 this year, and that next year
he will provide \$1,170,000 more to complete his two-year programme calling
for expenditures of \$1,500,000 on the airport. FRIDAY, FEBRUARY 14, 1930

Making a Beggar of Boston



ROSTON is the only city in the commonwealth that has to go up to the State House with its hat in its hand, grovel before legislators from Hampden, Berkshire and the rest of the counties and beg humbly for the right to appropriate money to run its affairs. The Legislature has Boston do this because the Legislature believes that Boston is either

too stupid or too dishonest to conduct its own affairs.

You may have read about the "tax-limit" of the city of Every year the mayor of Boston must drop everything, go up to the State House with a lot of statistics and ask the legislators' permission to appropriate money to run the city's business.

For years the Legislature has resisted attempts to remove this handicap from Boston. At last there appears to be some appreciation of Boston's point of view. This year the legislative committee on municipal finance is reported to be considering a proposal which has the support of the Boston Chamber of Commerce and the Boston Real Estate Exchange.

The proposal is that instead of fixing an exact limit that applies for only one year, the Legislature decide upon a maximum limit that will hold for a period of years and give the city some leeway. The city would be able to use as much as it found necessary.

The suggestion is good. It has been tested. Under it Boston operated satisfactorily until the yearly "exact" limit was established in 1918. The "exact" limit has never worked well. It has delayed budgets for months and has been a constant source of controversy.

If the Legislature feels that it must keep its control of Boston's purse-strings, this "maximum" plan meets its desire. There is scant danger that city officials will try to spend the limit every year. To do so would mean high taxes and high taxes bring political unpopularity. They will be avoided if at all possible.

Posr 2/15/30

CHARITY BALL

At 11 o'clock there were memorial ex-AT ELKS HOTEL

At 11 o'clock there were memorial exercises in lonor of all the absent Elks who have passed away. Following this there was a military dance given by a group of girls as Tercentenary exercises to remind the people of the 300th anniversary of the founding of Boston.

Governor, Mayor Among **Noted Guests**

The annual charity ball given by the Boston Lodge of Elks was held last night in the main ballroom of the Elks Hotel. There were over 1000 present among them being Mayor Curley, Governor Allen, former Mayor John F. Fitzgerald, Lieutenant-Governor William S. Youngman, and many other prominent political men.

Post 2/15/30 RELIEF OF **NAVY YARD**

Prominent Men Out for Action to Halt Unemployment

That he was planning for the calling of a conference of business men of the city of Boston for the purpose of devising means and methods for relieving the conditions that now exist at the Boston Navy Yard, was the message sent the mass meeting of those workers held at Faneuil Hall, last night, by Governor Allen.

PASS RESOLUTION

The answer of the meeting was that The answer of the meeting was that it would pledge cooperation and support in the calling of a representative conference with the Governor and the Chamber of Commerce, with the object of bringing the working force at the navy yard up to not less than 2500 workers. workers.

This action was followed by the passing of a resolution proposed by Congressman John J. Douglass, pointing out that unemployment conditions show no improvement, and that the Boston navy yard is not getting its true proportion of work, that as a result the citizens of Boston petition the acting secretary of the navy to instruct his department heads to assign work to the Boston navy yard that will employ at least 2500 men.

Agree Politics to Blame

Joseph A. Conry, ex-Congressman, representing Mayor Curley, brought his greetings, saying that His Honor considered the matter of unemployment pictures a ghastly condition not only here but throughout New England, and that he still hopes to form a New England bloc.

The meeting last night was presided over by General Charles H. Cole. The entire blame for the existing conditions at the local navy yard was placed at the door of politics; Congressman Douglass declaring that he for one, ap. as a Democrat, did not propose to shoulder it. Frank S. Davis of the maritime divi-

sion of the Chamber of Commerce, brought forth some very telling figures brought forth some very telling figures to prove that the discrimination was not alone against the navy yard, but against the port of Boston. He urged that the representatives at Washington organize and that the merchants here organize, as they do in other parts of the country. It was because of this organization, he said, that they were getting the cream.

organization, he said, that they were getting the cream.
"It must be politics. What else can it be?" declared Thomas F. Lockney of the Jordan Marsh Company, outlining some of the things that are creating havoc, among them the tariff, and the attitude being taken by Colleges.

If Mr. Curley Wants Action

As time goes on, Mayor Curley's unusually keen intelligence will, we believe, see the Governor square subway extension question in a more complete way than his remarks on this matter, during the last two or three days, may suggest. For years it has pleased City Hall to insist that remedy of the traffic conflict in Governor square is a task of which the Elevated should bear the whole financial cost. But no amount of such talk can do away with facts. The basic trouble in Governor square is most evidently due to the conflict between street cars and motor cars. This being so, it is no more possible to say that the trolley riders should bear the whole expense of making the square comfortable for the automebilists, than it would be to argue that motorists should have a one-cent toll levied upon them to pay the entire cost of building a subway extension under the square so that car riders could pass through it in speed and comfort. The matter, in the language of the street, is plainly a fifty-fifty proposition, or there-

Of course, if the Elevated's volume of business and revenue were now running along in such handsome condition that the public trustees could readily afford to carry all of the three million dollars of further capital burden which the extension will add, then, as a practical matter, it might be as well to insist that they do so. But again this attitude does not square with the facts. In view of the immense new carrying charges recently thrown upon the Elevated by the Dorchester tunnel extension-an extremely valuable asset to the city of Boston but by no means of any net profit to the Elevated as yet—the road has been brought close to its limit. Any further fixed addition whatever stands a great chance of producing a deficit, and that deficit must, under the existing law, be followed by an increase of fares.

We cannot believe, therefore, that Mayor Curley and the chairman of the Elevated's board of public trustees, Henry I. Harriman, stand really as far apart on this matter as some news-accounts in the press have suggested. The ultimate rights of the problem are too clear to permit on either side a blind partisanship. Differences of form may appear, as to the particular plan of solution which should be adopted, but we still feel confident that as between two such fair and far-sighted men differences of that sert can and will be adjusted. An intransigeant attitude adopted by City Hall on this issue during the past administration led to just one result-namely, delay and do-nothingism. Mr. Curley, we believe, dislikes nothing so much as he dislikes that.

City to Make AlA Airport Into a Reality

Mayor Curley Will Ask for \$250,000 on Monday to Continue Work of Filling

Following up his support of bills for additional land at the Airport, Mayor Curley showed his intention to make an A1A rating for the Boston Municipal Airport a reality and not a talk-project when he disclosed at a conference of Airport officials yesterday at City Hall that he will ask the City Council for \$250,000 on Monday as the start of about a million and a half dollars to be expended during 1930 and 1931.

With the granting by the legislature this year of permission to lease forty additional acres of land, the present unexpended balance of \$80,000 and the requested \$250,000 will make available \$330,000 for filling in the flats toward Governor's Island and making the much needed increase in the length of the runways.

Definite projects outlined besides the fill include the building of a seaplane ramp in the rear of the present hangars, putting in a road back of the hangars (you can't call the mud path there now a road), surfacing the parking space, additional lighting equipment to gain an A rating, fencing in front of the hangars and a loading apron.

Later, it is planned to fill in land on the Wood Island side to make room for additional hangars beyond those of the National Guard. The A1 rating requires at least 2500 feet of effective landing area in all directions or four landing strips at least 25000 feet long and 500 feet wide. Eventually, even 2500 feet landing area will not be sufficient as the passenger planes carrying more than twenty passengers require a much longer run. Waldo Brown, New England manager of the Colonial Air Transport, Inc. has estimated that 4000 feet will be necessary for the forty-passenger Ford planes which his company contemplates running out of Boston.

Among those present at the conference were Park Commissioner William P. Long, Major Robert F. Raymond of the Aviation Business Bureau, Raymond B. Baldwin of the Boston Airport Corporation, Waldo Brown, Fred Ames, East Coast Aircraft; Major Arthur L. Richmond, Lieutenant Crocker Snow, Chandler Hovey, Gardner Fiske and Theodore Holcombe, manager of the Aviation Bureau of the Boston Chamber of Commerce.

POST 2/15/30

FOR AN ATA AIRPORT

Following the hearing at the State House the other day on the bill to permit the Department of Public Works of Massachusetts to lease 40 acres of additional land in East Boston, to be added to Boston Airport, Mayor Curley announces that he will ask the City Council on Monday for \$250,000 as the start of a campaign expending about \$1,500,000 for the years 1930 and 1931.

This first sum is to be used for continuing the work of filling in land over at the "port," which work will redeem the flats toward Governor's Island and will thereby make the much needed increase in the length of the runways. When the various projects for improvement are completed or perhaps before then—Boston Airport will have an AlA rataing, and that is what it should have.

We can see no objection to the permissive measure before the Legislature, and, in fact, there was no opposition worthy to name at the hearing this week. We have gone so far on our way to making a first class operating place for the biggest planes, that we cannot afford not to complete the work. There is still a lot to do over there-it is likely that the average citizen does not know how much-but it is aplenty. For instance, a runway of 4000 feet will be necessary for the 40-passenger Ford planes that Colonial Air Transport thinks of running out of Boston. That is one reason why the 40 additional acres should be leased by the State to the city of Boston.

Just at this time, when the Department of Labor is about to make our East Boston station a port of entry for immigration, it is essential that we determine to make the airport the best of its kind on the coast. We have natural facilities for doing it second to none.

POST 2/15/30 PLAYGROUND LOAN URGED

Attempts to increase Mayor Curley's \$40,000 loan order for the establishment of a playground at Webster avenue, North End, were rejected by the City Council committee on finance, which late yesterday reported the measure "ought to pass."

TRIBUTES TO DR. JOHN F. O'BRIEN

Laud New Assistant Superintendent of City Hospital

Leaders in the church and business and professional world joined with 400 friends and neighbors of Dr. John F. O'Brien, recently appointed assistant superintendent of the Boston City. Hospital, in charge of the sanatorium division, in paying tribute to him at a dinner in his honor at the Hotel Somerset last night.

WARMLY EULOGIZED

He was described by members of the clergy as a man of outstanding character; by members of his profession as a pioneer in service; by his friends as a man of patience, kindly and gentle, with a sympathetic understanding and a whole-hearted desire to be of service

to the afflicted.

The Rt. Rev. Mgr. Richard J. Haber-lin said that he was glad of the opportunity to make a public testimonial of the gratitude he owed Dr. O'Brien, in whom he "found one who took me by the hand in my first days at St. Elizabeth's Hospital, where he was a member of the staff, and led me carefully over the slippery steps that might lead to destruction." He closed with a ben-ediction that God may see fit to bless Dr. O'Brien with good health for many years to come.

Mayor Sends Letter of Praise

The Rev. James H. Dolan, S. J., president of Boston College, from which Dr. O'Brien was graduated in 1888, spoke of the great sympathy of Dr. O'Brien, his self-sacrifice, and his service to the community. Father Dolan stressed also that the policy of education of Boston

CURLEY TO DISCUSS TWO APPOINTEES

Mayor Curley will discuss the yualifications of Joseph A. Conry and ex-Senator Edward F. McLaughlin 1 . the

municipal positions to which he has appointed them at a conference with the civil service commission at 3 o'clock Monday afternoon.

Inasmuch as Commissoner Ellioot H. Goodwin, in setting the hour for the meeting, did not deny the mayor's request for permission to have Conry and McLaughlin present, it was assumed to-day that no objection will be made to their attendance.

College, religiously and morally, laid the foundation from which Dr. O'Brien developed his own outstanding char-

Mayor Curley was unable to be present, but sent a letter of regret, in which he wrote that the position to which Dr. O'Brien had been appointed is "one that is most responsible in character, and that calls not only for executive ability, but for those attributes of heart and mind with which God endows few men.

"Capable, Kindly, Genial, Lovable"

"I rejoice as Mayor that Boston and the unfortunate sufferers from that dread scourge, tuberculosis, are to have as physician in charge of these weary walkers in the shadows, capable, kind-ly, genial, loveable, Dr. John F. loveable, O'Brien."

Representative Charles S. Sullivan, Jr., represented Mayor Curley and per-sonally brought the greetings of the

Joseph P. Manning, chairman of the trustees of the Boston City Hospital, said that in seeking a man for the position as assistant superintendent, they looked for a physician whose general practice had been of a comprehensive practice had been of a comprehensive kind, a man of mature judgment, whose sympathetic interest in a mixed hospi-tal population was certain from the start, without fads or prejudices, per-sonal or professional, and one whose tact, ability, courtesy and diligence would win respect from patients and staff alike.

"An Understanding Heart"

"In short," he said, "we desired a doctor with an understanding heart." We believe that in Dr. O'Brien we have found that man."

The speaker told of the long career of Dr. O'Brien, his varied experience which he said would be of great benefit to the hospital. Plans are already maturing which will greatly add to the equipment of the hospital, he said, and other plans are also under consideration and many are also under consideration and may soon be announced.

soon be announced.
"Upon such men as Dr. O'Brien the trustees must lean at all times," he said. "Into this circle we heartily welcome him. His is a great responsibility and we will aid him all we can to perform his duties to the satisfaction of t the public whom we all serve.

GIRLHONORED



Miss Sylvia Marcus of 331 Seaver street, Roxbury, a senior at the Rox-bury Memorial High School, has been selected to represent the school girls of Boston at the joint Lincoln-Washington memorial exercises Sunday night at Symphony Hall. She will read excerpts from Washington's Farewell address. Mayor Curley will preside, and his son, Paul J. Curley, a senior at the Public Latin School, will deliver the tribute to Lincoln.

James E. W. Stewart, of English
High, will give Lincoln's Gettysburg address.

DEMANDS WORK Chairman Harriman informed the Mayor that the Elevated "would be glad to co-operate" in the plan to carry both the trolley and the motor lanes of Commonwealth avenue over

vated of the necessary extension of five years ago.
the Boylston street subway beyond Warning that the voters will de-Governor square, Mayor Curley made it plain last night that he would not commit the city to the construction of an overpass of Commonwealth avenue at Cottage Farm bridge, as recommended by Chairman Henry I. Harriman of the Elevated trustees.

BE APPROVED
lanes of Commonwealth avenue over the Cottage Farm bridge crossing, saying that it was of "almost equal importance to Governor square as the delay was longer."

While the Mayor has favored the Cottage Farm overpass, he pointed out that the Governor square extension was even more important and should be started without delay through the approval by the Ele-the atthough the Legislature authorized vated of the necessary extension of the development in a special act passed five years ago.

cide in November as to their prefercide in November as to their preference for the future control of the railway, the Mayor stated "There apparently is no way in which the public control trustees of the Boston Elevated can evade what is clearly their duty, namely, to approve of this improvement at once."

GLOBE 2/13/30 AM

AMERICAN 2/14/30

DELAY COSTLY TO "L," SAYS MAYOR

Advocates Enabling Bills for Governor-Sq Work

Road at End of Rope on Economies. Declares Chairman Harriman

Advocating bills to enable beginning immediately of improvements in the Elevated system, Mayor Curley said yesterday before the Legislative Committee on Metropolitan Affairs that the delay in making the improvements is costing the road large amounts or

Potential riders, he said, are now using their automobiles rather than trolley cars. With the Governor-sq and the Huntington-av situations cleared up, the road, the Mayor feit, should be given a breathing spell of 10 years in which to make other improve-

Mayor Curley said that as far as he was concerned the existing financial system would be followed in the construction of the Governor-sq underpass, unless the people in the referendum on disposition of the Elevated indicate otherwise

Proposes Conference

Henry I. Harriman, chairman of the Boston Elevated trustees, suggested that a subcommittee meet the trustees, the newly created Metropolitan Transit Board and Mayor Curley with a

view to bringing about an agreement on Governor-sq legislation.

Representative Eliot Wadsworth of Boston said figures given out by the company show that while millions have

company show that while millions have been spent in improvements, the number of people served by the company is constantly falling.

Mayor Curley pointed out that Boston has relieved traffic by construction of thoroughfares costing more than \$15,000,000 in 12 years. He spoke of costs in repaving streets battered by busses of the Elevated.

Curley "May Reply on Stump"

When asked by Senator Charles C. Warren of Arlington, Senate chairman of the committee, whether he believed the trustees "have acted in the interests of the stockholders or of the public," the Mayor remarked smilingly:
"I don't believe I'll answer that now. Maybe I will on the stump next Fall."

Mr Harriman said the Elevated already has been compelled to curtail service because it has reached the end of its rope in economies.

Representative Luke D. Mullen of Charlestown, a member of the committee, claimed that the depreciation accounts of the company have been juggled.

Representative Martin Brighton spoke in favor of this bill to construct a subway to Brighton and Newton from Governor sq. The cost, Newton from Governor sq. The cost, Mr Hays thought, would run from \$17,000,000 to \$20,000,00.

NFLAY IN WORK BIGGER AIRPI

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The opening gun in the newest "Battle of Beacon Hill" was fired when the loyal boys lined up at the State House before the committee on harbors and public lands, and stated their case for the acquisition of further land in order to make the Boston Municipal Airport larger to care for present flying and future expansion.

Mayor James M. Curley, Corporation Counsel Silverman, Park Commissioner Long, Theodore G. Holcombe, manager of the aviation bureau of the Chamber of Commerce, and a traffic manager of a local flying company, were among these speaking in favor of the bills, one introduced by Mayor Curley himself, as House 878, another by Senator Parkman, as Senate 109, and a third by Rep. William H. Hearn, of East Boston, House 879. All the boys spoke at great length about the necessity of en-

larging the present airport area with an additional 40 acres of mudflats, which would be filled and cindered. The increase in area would give the operators of large tri-motored transport planes and heavy military ships a little larger breathing space in taking off and landing.

Elaborating his bill, Corporation Counsel Silverman explained that the city would spend \$250,000 filling in the flats and extending the runways. Another \$100,000 would be spent building a concrete seaplane ramp, thus bringing the airport up to date in this important branch of commercial flying.

Recorded in favor of the bill were Arthur L. Richardson, chair-man of the State advisory board of aeronautics; Gardner Fisk, acting chairman, Boston municipal air board; C. Crawford Rollidge. Frank S. Davis of the Maritime Association of the Boston Cham-ber of Commerce, and Franklin Collier, aviation editor of the Boston Sunday Advertiser.

Enough arguments were presented to the committee to make it clear that the airport must not stop being developed, and that the best time to get going is right now or as soon as the winter slack-

Holcombe stated that he hoped to see the time when one part of the Boston airport would be used for landings and another part for takeoffs.

SAYS INDUSTRY **FACES PENSIONS**

Michigan Governor Warns Against Setting Age Limit on Workers

SPEAKS AT U.S. W. V. EXERCISES HERE

"If industry adopts the policy of ruthlessly scrapping the human element in favor of the machine, then I feel certain that we are coming to a point where we shall see pensions paid to men when they arrive at a certain age, and that will be a burden on industry that it ought not to have to carry," declared Gov. Fred W. Green of Michigan, addressing his Spanish war comrades last evening in Faneuil

"I am not so much concerned about the rate of wage," he continued, whether every man is going to have a

whether every man is going to have a job, and industry has to adjust itself so that in the future every man can have a job."

The Governor of Michigan spoke at the Massachusetts department banquet of the United Spanish War Veterans and the Massachusetts Commandery, Naval and Military Order of the Spanish American War in the Ancients' armory, and also at the "Maine" memorial exercises, conducted in the memorial exercises, conducted in the main hall on the second floor. The latter ceremony was held by authority of the city of Boston, but under the auspices of the Municipal council, U. S. W. V.

400 AT BANQUET

The banquet was the most largely attended department dinner that has been held by the U. S. W. V. More than 400

the House it will have a good chance to pass.

He declared that the veteran of '98 desires peace, but he warned against abolishing adequate national defence.

Dept. Comdr. Charles F. McCarthy of the U. S. W. V. presided at the dinner. Asst. Adj.-Gen. Wilfred A. Wetherbee responded for the Grand Army, Dept. Comdr. John J. O'Connell for the American Legion. "Tom" W. Payne of Michigan, a native of Lee, Mass., judge-advocate-general of the U. S. W. V., spoke, as did Dept. Comdr. James M. Webb of the G. A. R., Col. Edward J. Webb of the G. A. R., Col. Edward J. Webb of the G. A. R., Col. Edward J. During the afternoon Gov. Green was presented to both the Senate and the House. There also he declared that the nation must learn a lesson from the present depression, and spoke seriously of the consequences of barring men past 45 years from obtaining employment in industries.

Today he and his party will be guests of Mayor Curley at a luncheon at the Hotel Statler.

Curley Approves Plans Destined to Give Boston Airport Second to None

The Boston airport will eventually be entitled to a class 1 rating from the department of commerce if proposed expansions and improvements to which Mayor Curley committed the city yes-terday are made possible by the co-operation of the commonwealth.

To attain class 1 rating, control of the flat lands between the present limits of the airport and Governor's island is present. Legislation to transfer is necessary. Legislation to transfer title to the city has been sought by the mayor. On the assumption that favorable action will be taken, he has approved plans for immediate improvenecessary. ments which will entail an expenditure of \$330,000.

A fund of \$80,000 is available. The mayor will ask the council Monday to appropriate \$250,000 additional.

At a conference vesterday attended by officials of Boston flying corpora-tions, the improvement plans were distions, the improvement plans were discussed. Among the conferees were Maj. Robert F. Raymond, Chandler Hovey, Gardner Piske, Theodore G. Holcombe, Fred L. Ames, Maj. Arthur L. Richmond, Crocker Snow, Waldo Brown and Raymond P. Baldwin.

Mayor Curley agreed to recommend the following improvements to the city council.

council:

near the present hangars; construction of a permanent thoroughfare at the rear of the hangars and the creation of a large parking area; erection of a fence in front of the hangars; development of a permanent seaplane port; opment of a permanent seapane port, the locating of suitable markers, in-stallation of additional lighting equip-ment, including a beacon, and the fill-ing in of the area between the national guard hangars and Wood Island park

Construction of a hydroplane ramp

The city expects to optain 40 acres of flat lands from the state. Hydraulic dredging will reclaim the flats. Additions to present runways will be made and the ultimate expenditure of \$1,500,-

ond the ultimate expenditure of 31,305,000 is expected to make the Boston airport one of the finest in the world.

During the conference Waldo Brown of the Colonial company suggested the of the Colonial company suggested the construction between the airport and Winthrop a huge hydroplane ramp of sufficient size to permit of the operation of planes which will fly between Boston and Central American ports.

It is believed that it will be two years before the work mapping out will be

before the work mapped out will be completed. From time to time changes and additions will be approved as the need of them arises.

SURVIVOR PRESENT

Neither the state nor the city administration was represented at the banquet, but Lt.-Gov. Youngman spoke at the memorial exercises in memory of the destroyed battleship Maine, as did Congressman Douglass, Rear Admiral Philip Andrews, Col. George H. Mc-

were served and many others attended for whom there was no provision, because previous banquets have never had such an attraction as the Governor of Michigan, who is commander-in-chief of the organization.

Gov. Green assured his comrades of 1898 that he believed confidently that the Spanish War Veterans' pension bill will be reported favorably in Congress, and that if it ever reaches the floor of the House it will have a good chance to pass.

He declared that the veteran of '98 desires peace, but he warned against House it was Charles Bergman, the sole survivor hereabout of the battleship Maine. A large delegation of members of the laddes' auxiliary of the U. S. W. V. attended the Maine exercises, and at 9:45 P. M., the exact time at which the explosion occurred, the lights were dimmed and a trumpeter brew "taps," the entire assemblage standing.

Gov. Green, accompanied by Quartermaster-General James J. Murphy

DR. JOHN F. O'BRIEN IS HONORED AT DINNER

Friends of Charlestown Physician His Hosts at Hotel Somerset

About 400 friends and admirers of Dr. John F. O'Brien of Charlestown honored him at a dinner given at the Hotel Somerset last night. The dinner was a tribute to his long service as a physician and in recognition of his recent appointment as assistant superintendent of the Boston City Hospital.

Atty. Richard S. Teeling was chair-

man of the committee. The toastmaster

was Joseph E. Donovan. The speakers were the Rt. Rev. Mgr. Richard J. Haberlin, vicar-general of the Boston archdiocese; the Rev. James H. Dolan, S. J., president of Boston College; Representative Charles S. Sul-College; Representative Charles S. Sullivan, Jr., who represented Mayor Curley; Joseph P. Manning, chairman of the board of trustees of Boston City Hospital; William F. Fitzgerald, Dr. Thomas J. O'Brien, consulting physician at St. Elizabeth's Hospital; former Mayor John F. Fitzgerald, and Dr. Wilfred G. Grandison of Charlestown. Dr. Grandison announced the gift of a radio set to Dr. O'Brien. HERALD 2/14/30

TEACHERS ASK \$2500 SALARY

Elementary Group Urges School Board to Petition Legislature

ALSO ADVOCATED

Two thousand teachers in the ele-

mentary and intermediate schools of

Boston will request the Boston school committee at its regular meeting Monday night to ask the Legislature for

money to raise their maximum salary

to \$2500 annually, an increase of \$192 a

This was voted at a meeting of the

Tremont Temple late yesterday after-

noon. The president, Miss Anne Allard,

of the Norcross district, presided. The

resolution asking for school committee

co-operation in obtaining the raise was

the East Boston district, a former presi-

dent of the club. It passed unani-

SEEK LEGISLATIVE ACTION

grant the request of the teachers by in-

cluding the \$60,000 needed for the raise

this year, the committee will be asked to give the teachers permission to pe-

tition directly the Legislature for the

sum considered necessary. Should the

committee refuse to grant this permission, it was indicated yesterday that the

Fully 200 members of the club, representative of every school district in

the city, attended the meeting. Report-

meeting adjourned, gave out the follow-

The club voted unanimously to

matter will be dropped.

ing statement:

If the school committee fails to

DIRECT APPEAL

year.

mously.

Curley Unable to Start Street

Boston Elementary Teachers' Club in mission to approve Mayor Curley's appointment of Joseph A. Rourke as commissioner of public works has delayed a start on the street construction pro-

introduced by Miss Adelaide Nelson of

unemployment conditions by getting the street construction program under way. ' He assumed that Mr. Rourke would be confirmed by the commis-

Mr. Rourke's appointment was forwarded to the State House Jan. 6. Meanwhile, the public works department is under the supervision of Chairman Thomas J. Hurley of the street commission.

In the presence of Joseph A. Conry and ex-Senator Edward F. McLaugh-lin, whom he appointed traffic commissioner and fire commissioner, Mayor Curley will tell the civil service com-mission at 3 o'clock Monday afternoon ers were barred. Miss Allard, when the why he believes the appointments should

be confirmed.

Unless the commission informs the mayor before Monday that he will not be allowed to escort Messrs. Conry and McLaughlin to the conference, no change will be made in his plans.

Goodwin fixed Monday as the time of the conference. In his communication he made no objection to the presence of the appointees.

DELAY ON ROURKE VOTE HURTS IDLE

Work Until Confirmation

The failure of the civil service com-

Until a permanent commissioner takes charge a construction program which may involve the expenditure of \$6,000,000 will not take definite form.

Mayor Curley has sought to relieve

Yesterday Commissioner Elliot H.

salary schedule should be short-ened so that a teacher will not have to wait 11 years before she reaches the maximum salary. The reaches the maximum salary. The board of apportionment has favorably greeted our petition and has recommended a raise to the com-mittee. We feel that the money necessary for increasing our salaries could very easily be included in the sum the committee intends to ask from the Legislature.

Demands Action on Governor Square Subway Extension

ELEVATED TRUSTEES

CHIDED BY CURLEY

Mayor Curley is as unconcerned about the proposed overpass on Commonwealth avenue at Cottage Farm bridge as are the trustees of the Elevated about the extension of the subway beyond Governor square.

He made his attitude clear in an exchange of letters yesterday with Chairman Henry I. Harriman of the trustees,

The mayor chided the trustees for their insistence that a new form of financial arrangement must be made before they will approve of the Governor square extension and pointed out that if they are disposed to perform their duty they will approve the subway project at once.

The overpass suggested by the trustees will extend from Chilmark to Amory streets and will be of sufficient width to carry trolley cars and vehicular traffic. Mayor Curley is willing to concede

that the suggestion is not without merit, but to his mind the subway extension deserves the approval of the trustees. The mayor's belief that the voters may render a verdict in favor of public ownership of utilities at the November election has inspired him to emphasize such a probability and to cite it as a reason for his refusal to give immediate con-sideration to any major improvements for rapid transit service in Boston

GLOBE 2/14/30 AM

GIVE CURLEY HEARING ON APPOINTMENTS

To Appear Before Civil Service Board Monday

Mayor Curley has accepted an invitation from the Civil Service Commission to appear Monday at 3 p m before it to give further reasons why his appointment of Edward F. McLaughlin as Fire Commissioner and Joseph A. Conry as Traffic Commissioner should be confirmed.

Those two nominations were recently disapproved by the commission. The two appointees will appear with the

Mayor on Monday.

request the school committee, irst, to ask the Legislature to give them the money needed for the raise, or second, to give us permission to make this request directly to the Legislature.

The teachers feel that they deserve a raise of two annual in-crements, or \$192, which would crements, make their annual salary approximately \$2500. They were given to understand that when the smaller understand that when the smaller groups had been taken care of, they, the largest single group of teachers in the system, would be given an increase.

Of course, we realize that the school department will shortly em-ters on a huge building program

school department will shortly embark on a huge building program and that there is a large deficit in the schoolhouse commission accounts that must be settled, but we ask for such a small sum that we feel it should be granted, particularly in view of the fact that we have waited since 1926 for it.

In addition, we feel that the

(120BE 2/14/30 AM

DR O'BRIEN TENDERED BANQUET IN HONOR OF NEW APPOINTMENT

Recently Named Assistant Superintendent at City Hospital Greeted by 350 Professional and Business Friends And Presented Radio Set

A complimentary banquet in honor greetings from the Cardinal and from this recent appointment to the post St Elizabeth's Hospital, with which assistant superintendent of the Bosof his recent appointment to the post of assistant superintendent of the Boston City Hospital was given Dr John F. O'Brien, long a widely - known and esteemed practicing physician in Charlestown, last night by more than 350 professional and business friends of the doctor. The banquet was served at the Hotel Somerset.

While the banquet was being served a handsome radio set was being installed, without his knowledge, at Dr O'Brien's home, and in the course of the after-dinner speaking Dr Wilfred G. Grandison informed him of the gift which he said was presented as a token of the goodwill of the gathering present.

Daughter Listens to Tribute

Among the speakers were: Rt Rev Richard J. Haberlin, Vicar General of the Diocese, representing Cardinal the Diocese, representing Cardinal O'Connell; Joseph P. Manning, chairman, and Carl Dreyfus, both of the City Hospital Board of Trustees, to whom Dr O'Brien is indebted for his appointment; Ex-Mayor John F. Fitzgerald, since boyhood a friend of Dr O'Brien; William F. Fitzgerald, another lifelong friend; Rev James H. Dolan, S. J., president of Boston College, from which institution Dr O'Brien was graduated 42 years ago, and James J. Phelan, banker, As the speaking was about to begin Miss Mary M. O'Brien, daughter of the chief guest, with a group of women friends, entered the balcony over the entrance to the dining room

over the entrance to the dining room and took seats, their appearance being the signal for a cordial greeting from below.

Recalls College Days

sionally. In closing he invoked a blesson the future service of Dr O'Brien.

Rev Fr James H. Dolan, for Dr O'Brien's alma mater, Boston College, tendered a blessing from that institution, and credited him with having been a student there of conspicuously high grant of the property o high moral character. Fr Dolan re-called that of the 14 graduates in Dr O'Brien's class of 1888, five became physicians, six priests, two lawyers and one a business man, all, he said, contributing richly to public service.

Speakers Offer Praise

Representative Charles S. Sullivan Jr, assigned by Mayor Curley to represent him, stated that the Mayor had remained away only to be at the bedside of his sick wife. He then expressed the greeting for the municipality entrusted to him by the Mayor. Chairman Manning of the City Hospital trustees promised Dr O'Brien every possible cooperation on the part of the trustees.

of the trustees.

Ex-Mayor John F. Fitzgerald, intro-duced as "the youngest old man in Boston," gave reminiscences of his as-sociation in youth with Dr O'Brien and told with high appreciation of the orbital to which he had been appointed in 1906 by Mr Fitzgerald, who had that institution built.

When Dr O'Brien arose to speak he was given a noble reception, in which cheers and applause alternated. He expressed his grateful thanks to Cardinal O'Connell through the vicar general and to Fr Dolan. To Mayor Curley and Chairman Manual Cheers and the control of t ley and Chairman Manning he pledged his utmost endeavors to preserve the administration of Mattapan Sanator-Vicar General Haberlin brought ium at the present high standard.

HERALD 2/14/30

CURLEY REBUKES

monwealth avenue at Cottage Farm bridge and their obvious disinclination to display like interest in the proposed subway extension at Governor square. Chairman Henry I. Harriman of the trustees had stated that the trustees

consider the Cottage Farm bridge overpass of almost equal importance to the

EL HEADS MILDLY

subway extension at Governor square.

In reply, Mayor Curley amitted the desirability of improvements which will provide better traffic conditions for the Denies Governor Sq. Underpass Expense Prohibitive

Mayor Curley today mildly rebuked the trustees of the Elevated for their public control trustees of the Elevated for their public control trustees of the Elevated for their public control trustees of the Boston concern about the elimination of the cause of delay to trolley cars on Componwealth avenue at Cottage Farm

CURLEY FROWNS ON "L" LINE APPEAL

Writes Harriman That Overpass Is Not Urgent

Mayor Stresses Need of Ouick Action on Subway Extension

In an exchange of letters between Henry I. Harriman, chairman of the Boston Elevated trustees, and Mayor Curley, the former asked the Mayor to cooperate with the Elevated trustees in a plan for an overpass at Cottage Farm Bridge.

Mayor Curley, in his letter, called attention to disinclination by the trustees in the plan for subway extension

at Governor sq, which the Mayor be-lieves to be more urgent than the Cottage Farm overpass.

Preference for the overpass is asked by Mr Harriman, who said that the trustees, while considering both pro-jects of equal importance, that the movement of cars is more seriously interrupted at Cottage Farm Bridge

than at Governor sq. Mayor Curley's letter in part was

as follows:
"I have conferred with competent authority and find that the overpass suggested by you could be constructed in a period not in excess of six months. In view of this fact, and the additional fact that the city of Boston has already taken another. has already taken a position on the question of improving conditions at Governor sq. I can see no occasion for hasts it the

Governor sq. I can see no occasion for haste in the matter at this time.
"I can only reiterate what was said at the State House yesterday before the Committee on Metropolitan Affairs: that the presence on the ballot of the question as to whether the Boston Elevated Street Railway System shall be operated under public control and public ownership, or private ownership. and public ownership, or private own-ership with public control, should first be settled before major expenditures are made for the improvement of traffic.

traffic.

"Under the circumstances there is no way to evade the responsibility for proceeding at once with the extension of subway transportation facilities in the vicinity of Kenmore sq. and in view of the fact that the carrying charge sufficient to cover amortization represents but \$135,000 each year, there apparently is no way in which the public control trustees of the Boston Elevated Railway System can evade what is clearly their duty, namely, to approve of this improvement at once."

GroBE 2/14/30 AM

GOV GREEN GUEST AT VETERANS DINNER

Memorial Exercises Held in Faneuil Hall

Michigan Chief Executive Also Honored at State House

The 32d anaiversary "Maine" memorial exercises commemorating the sinking of the U. S. S. Maine in Havana Harbor in 1898 were combined with the annual dinner and get-together of the Department of Massachusetts, U. S. W. V., in Faneuil Hall last night.

With Gov Fred W. Green of Michigan, commander-in-chief of the Spanish War Veterans' organization, as the chief guest of honor the exercises were the most elaborate and colorful yet held and the two halls were filled to capacity.

capacity,
Gov Green and the other speakers, representing city, State and Nation, Army and Navy and all veteran organizations, addressed the veterans in the Ancient and Honorable Artillery quarters and the men and women assembled in the main auditorium.

A dramatic feature during the evening was the lowering of lights at 9:45 o'clock, the hour the battleship "Maine" was destroyed, while buglers in the corners of the balcony sounded "Taps"

Gov Green appeared in the regulation uniform of the Spanish War Veteran and was accorded an ovation in both halls. He expressed himself as greatly pleased with his reception in Boston, which included audiences with Cov Allen and Mayor Curley, appearances at the Senate and House at the State House.

This morning he will go sightseeing and this noon at 1:15 will attend a luncheon in his honor at the Hotel Statler by Mayor Curley and in the afternoon will speak over the radio. He will leave for Washington at 8 o'clock tonight.

Cheering Message

Gov Green brought the Spanish War Veterans a cheering message concerning the proposed legislation in Congress which would raise the pension they are entitled to annually. He said the Spanish War bill had been given a respectful hearing by the Congressional committee and he expected favorable action.

Gov Green proved himself a real humorist during his visit, and his contagious smile won him the hearts of his audiences. He made numerous references to the prohibition problem, especially as concerned the charges made against him in Washington. He referred to it at Gov Allen's office in the afternoon and last night constantly aroused laughter.

Twice during the night, mention of Gov Green as a possible candidate for President aroused great cheers, but the Governor himself disclaimed any possibility of attaining higher office.

Gov Green made a strong plea for more consideration for the man over 50

Gov Green made a strong plea for more consideration for the man over 50 years of age. It is a sad day, he said, when a man reaches 50 years and must go out and look for a job. Industry has prospered, he agreed, but it has proceeded in a measure very ruthlessly with the human element little considered.

He declared that if anything is to be done by the Government for the older man, it must be done now. He said that unless something is done at once the time is coming when pensions will have to be paid to the older men at Washington. He said that industry must be adjusted to provide work for everybody and he offered continuous employment as the only solution of a serious problem.

Urges Preparedness

The high point of the Memorial Exercises came when Congressman John J. Douglass of East Boston made his plea for preparedness. He referred to the naval parley in London and expressed the hope that peace may come from it.

He said that Americans are lovers of peace and emphasized that representatives of the Army and Navy are not looking for war. Rather, he said, they are giving their lives that the country may be prepared in time of war.

Referring again to the naval parley, he evoked thunderous applause when he declared that "no matter what the London conference decides, if it reduces the United States Navy one ship less than any other Nation in the world, be it Great Britain or France, I am against the treaty which comes out of the parley."

The greetings of the Commonwealth were brought to the gathering by Lieut Gov William S. Youngman, himself a member of the Spanish War veterans. He assured his comrades of his cooperation in legislative matters and paid tribute to the memory of those who died in the disaster they were commemorating.

Charles Bergman, only survivor of the Maine in this section, was a guest of honor, and was accorded an ovation.

Luncheon Guests

After calling on the Governor and Mayor Curley at their offices, Gov Green was the Guest of Gov Allen at a big luncheon in his honor at the Parker House.

At the head table sat Col Payne, national judge advocate, U. S. W. V.; Maj Gen Walter E. Lombard, senior vice State commander, U. S. W. V.; Maj Gen Alfred F. Foote, comraissioner of public safety; Maj Gen Clarence R. Edwards; State Commander John J. O'Connell, A. L.; Pres Gaspar G. Bacon of Massachusetts Senate.

con of Massachusetts Senate.

Mayor Curley, Lieut Gov Youngman,
Dr Peter O. Shea, U. S. W. V., past
national surgeon; Speaker Saltonstail,
Massachusetts House; Rear Admiral
Philip Andrews, State Commander
Charles F. McCarthy, U. S. W. V.;
Postmaster Charles R. Gow and Judge
Edward L. Logan.

Edward L. Logan.

The only other speakers besides
Govs Allen and Green were State
Commander McCarthy and Lieut Gov
Youngman, who jokingly remarked,
"The less I say the better, for I've
been pretty well advertised recently."

Welcomed on New Job



Joseph A. Cahalan found his desk profusely ornamented with flowers from friends and well-wishers when he took up his new duties as secretary to Health Commissioner Francis X. Mahoney in City Hall. Cahalan had been assistant registrar of births, marriages and deaths for many years.

STORMY HEARING LOOMS OVER STREET

Residents Ask Lamartine St Name Be Altered

Jamaica Plain People Differ on Point at Issue

The proposal of 85 residents of Lamartine st, Jamaica Plain, that the name of part of the street be changed to Whittier road, promises to develop a stormy hearing Wednesday before the street commissioners at City Hall.

For 82 years the thoroughfare has borne the name of Lamartine st, but Alice Bentley of No. 304, has a petition signed by 85 residents, alleging that the northern end has been given a "bad reputation" and asking that the name of the street between Boylston and Green st be changed to that of Whittier road, leaving the name Lamartine to the residents between Boylston and Centre sts.

Once the news of the petition became public, Alfred G. Burkhardt, captain in the Ancient and Honorable Artillery, sounded a call to defend the treasured name, which before 1848 was known as Boston st. He has 17 resi-For 82 years the thoroughfare has

known as Boston st. He has 17 residents in his army but expects recruiting to build the ranks before next Wednesday.

Lamartine st is not the only one canartine st is not the only one scheduled to come up Wednesday. Ou that date the petition of the Boston Friends Society to change the name of Congress sq to Quaker Lane will be considered, Quaker Lane is to commemorate the old Quaker Meeting memorate the old Quaker Meeting House which once stood at 35 Congress st. George C. Lee, N. Penrose Hallowell and Courtenay Guild are among the Quaker Lane petitioners.

Residents of Ogden st, Dorchester, headed by Fred J. Rockwell, ask that the name of the street be changed to Wilmington av. of which Ogden st is

Wilmington av, of which Ogden st is now a continuation.

A hearing on Thursday morning is expected to eclipse the others when a petition will be heard to change the petition will be heard to change the name of the so-called Southerr Artery in Dorchester, to Gallivan Boulevard, in memory of the late Congressman James A. Gallivan. The traffic thoroughfare at present has no legal name. The City Council at the direction of Councilor Michael J. Mahoney of South Boston went on record in favor of naming that portion of the artery Gal.

naming that portion of the artery Gal. livan Boulevard. Another petition was filed asking that it be christened the Southern Artery.

OPPOSE CITY OUTLAY TO EQUIP PLAYGROUND

The appropriation of \$40,000 recom-mended by Mayor Curley for complet-ing and equipping the Webster-av ing and equipping the Webster-av playground in the North End did not meet with the approval of certain repmeet with the approval of certain representatives of welfare and religious organizations who voiced their opinions yesterday before the City Council Committee on Finance. The Councilmen advised they accept it rather than chance losing the \$40,000 by asking for more.

Among the speakers were Charles K. Bolton of the Old North Church, Felix Marcella and Miss Agnes Haskell of the Catholic Guild. The North End

Improvement Association, Sons of Italy, Columbus Society and 12 re-ligious organizations approved the ap-

ligious organizations approved the appropriation.

The committee will report to the Council Monday, ought to pass. The same holds good for Mayor Curley's recommendations amounting to \$840.000, among them \$300,000 for a municipal printing plant, \$275,000 for enlarging the East Boston Courthouse, \$160.000 for enlarging the Brighton Courthouse, \$35,000 for Muddy River improvement, \$45,000 for the Boston Founders' Memorial for the Common and \$25,000 for the Brighton-Common and \$25,000 for the Brightonst playgrounds.

MICHIGAN GOVERNOR **GUEST AT LUNCHEON**

Tendered by Mayor Curley to U.S. W. V. Leader

Gov Fred Warner Green of Michigan believes Ex-Mayor John F. Fitzgerald is the "Governor in embryo" of Massachusetts. He made this remark at yesterday's luncheon tendered at the chusetts.

yesterday's luncheon tendered at the Hotel Statler by Mayor Curley to Gov Green, National Commander-in-chief of the U. S. W. V. and 150 other Spanish War veterans.

"Honey Fitz," sang "Sweet Adeline."
Then he made his way among the tables and led all in singing the same tune. It merged into the "Sidewalks of New York" and later into "There'll Be a Hot Time in the Old Town Town. Be a Hot Time in the Old Town To-night."

The Ex-Mayor was called upon by the Mayor, and Mr Fitzgerald ham-mered home the plea of Gov Green for sympathy and consideration toward the men of 55, thrown out of employment and replaced by machines.

Men prominent in veteran and patriotic organizations, as well as State and city officials, were present.

POST 2/15/30 BOOMS JOHN F. FOR GOVERNOR

Curley So Introduces Fitzgerald to Veterans

Republican aid for the proposed gubernatorial campaigns of former Mayor John F. Fitzgerald this fall and Mayor James M. Curley "some time later" was promised by Governor Fred Warren Green of Michigan at the of-ficial banquet given in his honor as commander-in-chief of the United Spanish War Veterans yesterday at the

Hotel Statler.

Elected by the Republican voters of his home State with a majority of over 500,000 votes, the Michigan chief execu-500,000 votes, the Michigan chief executive, turning to his hosts at the head table stated, "In spite of politics of the partisan type, I shall gladly come back and help him (smiling on Fitzgerald), and I hope, some day later, Mayor Curley towards the Governorship of this Commonwealth."

The "good will" announcement was received with tremendous applause from

ceived with tremendous applause from the 180 representative leaders of veteran and other patriotic organizations attending the reception and dinner to the head of the Spanish war heroes. It came after the Mayor had presented former Mayor Fitzgerald to the audi-ence as "the furture Governor of Massachusetts.'

HERALD 2/15/30 **URGE ACCEPTANCE** OFPLAYGROUND SUM

Council Tells Welfare Groups **Protest Might Cause Loss**

Representatives of religious and welfare organizations of the North end who protested to the city council committee on finance, yesterday, that the \$40,000 appropriation recommended by Mayor Curley, for completing and equipping the Webster avenue playground is insufficient, were told by the councilmen to accept the sum set aside rather than run the risk of losing it by seeking an increased appropriation.

The speakers were Representative Felix Marcella, Miss Agnes Haskell of

the Catholic Guild and Charles K. Bolton of the Old North Church, who expressed the belief that the appropriation was inadequate.

Approval of the appropriation was given by the North End Improvement Association, the Sons of Italy, the Columbus society and 12 religious organizations. izations.

The committee voted to report to the The committee voted to report to the council that the appropriation ought to be passed. Similar action was voted on other recommendations of Mayor Curley involving appropriations of \$840,000. They are \$300,000 for a new municipal printing building; \$275,000 for enlarging the East Boston courthouse; \$160,000 for enlarging the Brighton courthouse; \$35,000 for improvement of Muddy river; \$45,000 for the memorial to the founders of Boston and \$25,000 for the Brighton street playground.

Mayor Curley and M. G. A.

Trio to Discuss Methods of

Expanding Municipal Golf Facilities REAL ACTION TAKEN ON MUNICIPAL GOLF

Curley to Confer With Officials Of M. G. A. Thursday on Plan to Expand Facilities

By W. A. WHITCOMB

One can almost hear the crystal-pure note of Gabriel's trumpet sounding in the upper blue. The Millennium must be close at hand. On Thursday next, Mayor James M. Curley will confer with officials of the Massachusetts Golf Association concerning the ormulation of plans for the immediate expansion of municipal golf in Boston.

pansion of municipal golf in Boston.

Recognizing the fact that notiday course congestion at Franklin Park has reached a point where supplementary playing units are necessary to permit the normal growth of golf in Boston, Mayor Curley is going anead with plans for additional facilities and, at the same time, will take steps to at the same time, will take steps to revitalize the present Franklin Park

equipment.

One pauses to wonder what peculiar One pauses to wonder what peculiar quirk of behaviorism caused Boston to hesitate so long in adding to its golf structure. Usually the most progressive municipality east of the Mississippi where improvements of this sort are concerned, Boston has made haste rather slowly in attempting to meet the popular demand for increased facil-ities. The need for additional courses was imminent 10 years ago.

Golf Paid City \$32,000

An idea of what golf means to the city every year may be had from a perusal of figures obtainable at the offices of the Park Department. Last year during the regular season from April to November more than 50,000 full rounds were played at Franklin Park alone, and approximately \$32,000 rattled into the municipal treasury in revenue from playing permits, greens fees and other fixed charges.

In anticipation or this return, the overlords of the Finance Commission last Spring appropriated with becoming condescension the handsome sum of \$15,000 to cover maintenance and operating costs. To those habitual cynics, who still insist that golf is an incidental diversion not to be classed among such red-blooded sports as baseball and boxing, that bequest doubtless seemed astonishingly large. Actually, by every law of logic, it was astonishingly small.

astonishingly small.

That, however, is ancient history.

Thanks to Mayor Curley's progressiveness and enterprise, those golfers who patronize the Franklin Park links this season will find a vastly improved and more pleasurable test awaiting them, and before spether year is glaimed by and before another year is claimed by Father Time will have the option of playing a new unit, possibly situated adjacent to the present one.

May Reorganize Scarboro

In the inaugural address, Mayor Curley spoke liberally on the matter of municipal golf and his present attitude reflects the sincerity behind those remarks. That he was recently in consultation on the matter with Park Commissioner Long and is now seeking the counsel of the golf association is sufficient evidence of his determine. is sufficient evidence of his determination to carry his words into action this coming Spring.

The Mayor has been fortunate mough to secure as his counselors, the present M. G. A. president, Alvah W. Rydstrom, and two past rulers of that body, Everett S. Litchfield and William C. Garcelon. They will attend his special session at City, Hell tend his special session at City Hall tend his special session at City Hall Thursday, and unless we miss our guess something decidedly constructive will come out of their visit.

Rydstrom's intimate association with the executive control of golf these past six years qualifies him as an ex-

ert in Mayor Curiey's golf court, and it is of more than passing interest to note that he will recommend certain specific changes in the general organ-ization of the Scarboro Golf Club, which operates in conjunction with the Franklin Park course, but which has never distinguished itself in the past in the way of efficient regulation,

Mayor Will Be Receptive

The Mayor is said to entertain strong personal feelings against the hit-or-miss attitude that prevails at Scarboro, and will be receptive to any suggestion that Rydstrom may offer on that score. Rydstrom believes that a more rigid insistence upon etiquette and a closer observance of handicap

and a closer observance of handicap regulations would not only be a boon to sectional golf but would, as well, tend to elevate the general standards of municipal golf.

It is a fact that ignorance of the rules and lax handicapping by clubs are banal features of the tournament season. Too often players, unversed in the cryptical intricacies of the competitive code, tee up in bunkers, never hole out on the greens and count only the good shots, while no less deserving competitors kick themselves out of the big prize on the premises

deserving competitors kick themselves out of the big prize on the premises that it's a gentleman's game.

Incompetent handicapping is equally distressing. Effective as is the system employed by the M. G. A., it is not proof against club carelessness.

AMERICAN \$/14/30 \$1,500,000 PLAN TO ENLARGE HUB AIRPORT

Mayor Curley disclosed a plan to two-year period at a cost of \$1,500,000 in sending to the city council yesterday an order for the immediate appropriation of \$250,000.

Expenditure of this sum is made possible by additional leases as land to the city by the state as the result of recent legislative enactment. It will be used to build a hydroplane ramp to make it easy for seaplanes or boats to land close to the hangars.

Development of a permanent sea plane port will also require addi-tional filling, more lighting equipment, including powerful beacons the construction of a permanent road and establishment of a large area for parking purposes For facility in loading and unloading passengers a fence is to be erected with openings for planes in front of the hangars

THE TWO ORPHANS



FIMERICAN 2/16/30

CITY ACCEPTS HUK AIKPU

Administration Quarters Will Be Open to the Public in Two Weeks

OFFICIALS TO MOVE IN

Colonial Air Transport to Operate Two Additional Flights Each Day

"HE completed administration THE completed building at Boston Airport was accepted and taken over by the Boston park department last night, according to John B. Dolan, contractor.

The building will be closed to the public for two more months until restaurant facilities and furniture are installed, but those with offices will start moving in immediately. Capt. Albert L. Edson, airport superintendent, and A. D. Ross, meteorologist, already have taken quarters there.

Quarters originally designated as a press room have been given over to commercial telegraph operating companies and no others provided.

MAYOR TO PROBE BOILER COLLAPSE

A full investigation into the collapse of two modern high pressure boilers at the Long Island Hospital, where 1250 aged men and women, the chronic ill of the city are housed, will be made by the Finance Commission at the request of Mayor

The boilers were installed about a year and a half ago. They are part of the heating system under installation which is costing the

installation which is costing the city \$175,000.

Today a conference will be held at the hospital at which will be present a member of the contracting firm, Technology experts, city engineers and Acting Institutions Commissioner John J. Lydon, in an effort to determine what happened According to Sunt. John J. Byen.

According to Supt. John J. Ryan

According to Supt. John J. Ryan of the hospital, he was forced to order the shutting down of two boilers because leaks developed. It was intimated last night that the probe may be extended into an investigation of the entire institutions department, although Mayor Curley refused to comment on this phase of the situation.

Want Boston's Executive in Municipal Organization: May Aid Arlington 'L' Fight

The newly formed Federation of Greater Boston Municipalities met at Cambridge City Hall vesterday. with Mayor Richard M. Russell of Cambridge presiding.

The organization discussed rapid transit and boxing bouts among other matters, and also voted to invite the city of Boston to be-come a member of the federation.

Mayor Curley will be invited to attend the next meeting, to be held

in Cambridge, March 1

Transportation was brought to the front by Selectman Luke Manning of Arlington. He asked the federation to co-operate in bringing about the extension of the subway from Harvard sq. to Arling-

"Manager Edward Dana of the Elevated has given me statistics," said the selectman. "I also received a notice of a hearing to be held on a bill for this extension; but the notice came to me the day after the hearing had

SOMERVILLE SEEKS AID

"I do not know who was to blame for this laxity. I am vitally interested in that bill. It seems as if it had been by design that the note was belated."

Mayor Murphy of Somerville urged that his city was also in

need of a rapid transit system. Michael C. O'Neill, mayor mayor Everett, offered a motion that the federation go on record as in sympathy with Boston Garden officials in their effort to clean up the boxing situation in Boston."

The motion failed, it being held

that such action was not within the jurisdiction of the federation.

SCORES BOXING HEADS

Mayor O'Neill attacked the State commission. He added that there were too many "foul fights and unsatisfactory decisions." He held promoters of the bouts responsible and asked for removal of the present boxing commission.

"Some of the decisions in these bouts are simply despicable," said Mayor Murphy of Somerville. "They are deplorable spectacles, these fights."

Mayor Edward H. Larkin of Medford and Selectman Kenneth D. Johnson of Milton declared they

had seen "many hoaxes" practiced in boxing and wrestling. Mayor Russell put the motion to invite Boston into the federation. The motion was unanimously car-

MR. CONRY, chosen by the mayor of Boston to be chairman of the Traffic Commission, is an attorney, a member of both State and city bar associations, former member of Congress and former director of the port of Boston. How the civil service commissioners could refuse to confirm his appointment, when only a few months ago they ratified Mayor Nichols' selection of one of his secretaries for the same place, is puzzling in the extreme.

TTENTION will be called to-A morrow to the "shame of Boston," the way in which the state's largest city is held in chains by law and legislature, when the mayor appears in person before the Civil Service board to plead for Mr. Conry and another nominee.

OW does Boston like that ple-T ture, the picture of its elected chief magistrate, who received HIS mandate from the people, bowing low before three political appointees of as many governors, who sit in judgment upon his appointments and have power to reject them without explanation?

Paul Curley, son of Boston's mayor, led off for Boston Latin in its relay with Boston English and ran splendidly to hand over a three-yard lead to the second Latin racer, Kerwin. Kerwin held the lead for Latin though Giordano of English stayed within reaching distance. On the third leg of the relay Al Scanlon of English passed Paul Lawler of Latin.

GLOBE 2/16/30 CURLEY AND GOODWIN TALK TO BE PRIVATE

Conry and McLaughlin Likely to Be Present

The conference between Civil Service Commissioner Elliot H. Goodwin and Mayor Curley at the State House to-morrow afternoon at 3 will be private. morrow afternoon at 3 will be private. The Mayor, it is expected, will be accompanied by Joseph A. Conry, whom he has nominated for Traffic Commissioner, and Edward F. McLaughlin, nominated Fire Commissioner.

Commissioner Goodwin has stated that, although the Civil Service Commission has failed to approve these names, it will be willing to receive any new evidence.

POST 2/16/30 BOSTON TO BARS COAST MARK JOINT GUARD OUT BIRTHDAYS OF PARADE

Washington and Lin-Commander Will Not coln Programme at Symphony

Allow Outfit in Big March 17 Event

Joint memorial exercises commemorating the birth anniversaries of Washington and Lincoln will be revived by Mayor Curley with an elaborate patriotic programme at Symphony Hall, starting at 8 o'clock to-

DR. BURK EORATOR

Dr. Jeremiah E. Burke, superintendent of schools, will deliver the oration and the children of the public schools of the city will carry out the other major features of the celebration.

The combined orchestras of the Roger Walcott and the Ulysses S. Grant schools will open the programme with a march prelude, just previous to the presentation of Mayor Curley as presiding officer by Judge Frank Leveroni, chairman of the committee, which, with Director of Public Celebra-tions J. Philip O'Connell, arranged the details of the municipal observance.

Invocation will be pronounced by the Rt. Rev. Mgr. Ambrose F. Roche, be-fore the reading of excerpts from Washington's farewell address by Syl-via S. Marcus of Roxbury Memorial High School, who was selected to represent the girl pupils of the city.

Mayor's Son to Speak

The Mayor's son, Paul G. Curley, senior at the Public Latin School, will deliver the tribute to Lincoln which was given about eight years ago by the Mayor at Washington upon the occasion of the tree-planting exercises at the Lincoln memorial.
"Lincoln's Gettysburg address will be

"Lincoln's Gettysburg address will be delivered by James E. W. Stewart, senior at English High School, and a soprano solo will be given by Miss Helen Forest. The exercises will close with community singing of the national airs, led by a chorus of 400 picked pupils and assisted by the interscholastic symphony orchestra and band, with Professor John A. O'Shea at the

organ. Plans have been made for the attendance of a capacity crowd at the cree exercises and a group of selected schoolboy cadets in uniform will be ready when the doors open at 7 o'clock

to serve as ushers.
This is the first time that the exercises have been arranged here in five years, Mayor Curley decided to revive the custom, particularly in celebration of the Tercentenary.

SLIGHTED LAST YEAR

Not in Proper Place in Line, He Says in Explanation

year forced to march behind the ahead of them, the coast guard will not participate in the Evacuation

Commander Searles, it became on Boston Common.

"I said no such thing," Carroll declared, "All I know about the refusal known yesterday, has definitely reorganization to participate in the the parade is what Commander Searles South Boston feature by the chief marshal, Edward C. Carroll, charging a "tactical error" in formation

of the parade a year ago.

"We were not given our proper place"
n line last year," Commander Searles
stated last night. "I sought an apology
or the error and nothing has been done o this day to have the matter considared. Therefore we are not going to march this year." The refusal to participate in the pa-

rade, according to the commander, has nothing to do with the sentiment arising from the recent Black Duck shooting at Newport, and nothing to do with the anti-coast guard demonstration on Boston Common, which followed the Newport episode, and in the course of which a recruiting sign was torn down and a coast guardsman forced off his

May Try to Force Guard to March

"We were assigned our proper place in line prior to the parade last year," Commander Searles stated, "but when the parade lined up, the naval reserve was pushed in ahead of us. To have taken our proper places would have

disrupted the whole line of march,
"I protested to the chief marshal,
William J. Kendrick, and asked that
an apology be made. That was nearly
a year ago. No apology has been made.
And we will not participate."

It was said last night that Congress-man John W. McCormack will be asked to talk with national heads of the coast guard in an effort to force the participation of the guard in the parade, which is planned as the greatest in Boston's history, due to the fact that it is part of the tercentenary celebration.

Tactical Error Real Reason

The parade is expected to have the largest number of participants in history, with every military and civic organization in Boston already invited to take part.

Commander Searles, outlining his rea-Commander Searles, outlining his reasons for failure to participate, further stated that most of his men will be away from Boston on Evacuation Day. He named this his first reason for ordering the coast guard contingent out of the roster, but later admitted that the real reason back of it is the tactical error of last year.

A large military and nayal contingent

A large military and naval contingent will take part in the parade, and steps are being taken to have the schools closed on the day of the celebratical in order to make the demonstration

more spectacular. Edward C. Carroll, chief marshal of the parade, declared last night that he had conferred with Commander Searles on the situation and that the com-mander made it plain to him the only reason the Coast Guardsmen would not parade this year was because of a feel-ing they had been mistreated in the matter of their position in the line of

"I Said No Such Thing"

"Commander Searles said that the Because the detachment was last ahead of the Coast Guardsmen. He said the Coast Guardsmen felt that innaval reserve outfits rather than they should reserve in active service, they should receive a place in line ahead of anyone not in active service. That was all there was to lit."

Carroll said he was perturbed at re-Day parade this year, according to announcement by Commander Hiram R. Searles of the New England divitearing down of a Coast Guard poster

fused the invitation extended to his of the Coast Guardsmen to take part in

INQUIRY INTO BREAKDOWN OF LONG ISLAND BOILERS

City officials turned vesterday to placing the responsibility for the breaking down of two of the five boilers that generate steam to heat the Long Island Hospital buildings. Corporation Counsel Silverman will investigate whether the contractor should be held liable.

Acting Institutions Commissioner John J. Lydon will have the three small boilers, now being used, inspected as soon as the two damaged boilers ed as soon as the two damaged boilers are restored to service. This may be today or tomorrow. Experts from M. I. T. will visit the island today not only to ascertain the cause of the disabling of the two boilers, but also to determine whether it is advisable to continue the use of soft coal in the power plant at the island.

Mayor Curley declines to comment on the island situation until he receives a report from those investigating it.

Joseph A. Conry

No Recent Mayor Has Made a Better Appointment

AS if the Republican party in Massachusetts did not have trouble enough on its hands the members of the Department of Civil Service and Registration seem to be doing what THEY can in that direction.

These commissioners are Eliot H. Goodwin of Cambridge and Patrick J. McMahan of Westfield, Republicans, and George M. Harlow, of Plymouth and Boston, Democrat.

Within the past six or seven mont, these gentlemen confirmed without hesitation the appointment by Mayor Nichols of William A. Fisher to be Chairman of the Boston Traffic Commission.

There are, as yet, no "experts" on traffic. There are theorists and students of the problem, but NO experts.

What were Mr. Fisher's qualifications for the place? What was HIS previous experience?

When Malcolm Nichols was a member of the State Senate, Fisher was one of the Senate pages, or messenger boys. He was graduated from this position to a place in the Income Tax department. He joined the staff of Mayor Nichols as an assistant secretary at \$3200 a year, to which there was subsequently added \$1800 as secretary of a municipal Commercial, Industrial and Publicity Bureau.

With the change in administration, last month, the new mayor made HIS selection for chairman of the Traffic board. Whom did Mr. Curley choose?

Mr. Curley selected Joseph A. Conry, who needs neither introduction nor explanation in Greater Boston and who is well-known throughout New England.

A former Member of Congress, Mr. Conry was appointed by Governor Eugene N. Foss to a place on the Board of Directors of the Port of Boston and reappointed by Governor Walsh. During the World War he served by appointment of Governor McCall as an unpaid member of the Commission on Port Terminal Facilities; and in that capacity was instrumental in having the Federal Government purchase the Boston Dry Dock from the Commonwealth of Massachusetts for \$4,500,000.

For twenty-five years a respected member of the Bar, Mr. Conry merits and enjoys the esteem of his fellow citizens. Scandal has never touched him, even remotely. No other citizen numbers more friends.

WHY have Goodwin, McMahan and George Harlow turned thumbs down on a man like this?

We don't know nor do we know anyone who does know.

According to announcements which have appeared in the public press, the Mayor of Boston plans to appear on Monday before the Civil Service Commissioner and his associates for the purpose of making a final plea for this appointee.

AMERICAN 2/16/30

We wish Mr. Curley success in his mission, not so much on his own account or Mr. Conry's as for the good of the community morale.

It certainly is a humiliating spectacle to see the mayor of New England's largest city, his hat in his hand, pleading for the right to name his principal subordinates WHEN his nominees are men of CHARACTER AND ABILITY.

Talk about home rule!

Lincoln, Washington Exercises Tomorrow

Joint memorial exercises commemorating the birth anniversaries of George Washington and Abraham Lincoln will be revived tomorrow night at Symphony Hall by Mayor Curley with the co-operation of the school children of the city.

A chorus of 400 pupils with the schoolboys' band and orchestra will provide the musical program, which has been arranged by Director of Public Celebrations J. Philip O'Connell, assisted by Judge Frank Leveroni, chairman of the committee. Mayor Curley will preside and Dr. Jeremiah E. Burke, superintendent of schools, will deliver the oration.

POST 2/16/30 BUILDING AT AIRPORT DONE

Finest Structure of Its Kind in U. S.

Boston's new \$160,000 administration building at the municipal airport was officially completed last night when William D. Austin, architect, accepted what is universally conceded to be the finest structure for its purpose in the country.

This building, which stands at the entrance to the airport, at the head of the long line of hangars, will contain the offices of the superinterdent of the airport, Captain Albert Edson; offices for customs officials and an immigrant detention room when Boston becomes an airport of entry from Canada, and for planes from ships at sea; and will provide daily working space for the meteorologist as well as offices for two telegraph companies.

an airport of entry from Canada, and for planes from ships at sea; and will provide daily working space for the meteorologist as well as offices for two telegraph companies.

Part of the lower floor is made into an attractive waiting and reception room and one end will contain a modern, high grade restaurant, bids for which concession will be advertised for this week.

The building contains nearly \$7000.

The building contains nearly \$7000 worth of New England marble alone and its interior walls are paneled in dark birch. It represents, according to Mayor James M. Curley, the first of a series of improvements which he believes will make the Boston airport the finest in existence.

BOSTON REAL ESTATE EX. 1/30

Mayor Curley's Proposal

Mayor Curley has presented several legislative bills in which the city's finances are concerned. They are:

- (1) That the debt limit of all cities and towns be increased from 2½ to 3 per cent of the assessed valuation. In Boston, this would mean an increase of \$9,000,000 in the borrowing capacity of the city within the debt limit.
- (2) That the practice whereby the State Legislature establishes an annual tax limit for Boston be abolished. We may expect that the old arguments for and against this proposal will be threshed out, but the discussion may also center around a new consideration which has become prominent in recent years, as to whether the tax limit is in reality or can be made, an effective curb upon Boston's expenditures.
- (3) That one-half of the gasoline tax proceeds be distributed to cities and towns. At present these funds are expended entirely by state authorities, but with the anticipated higher yield, Mayor Curley believes that highway construction by cities and towns should be assisted by his proposed diversion. It is apparent that, despite the higher yield, a fifty per cent diversion would compel a curtailment of state work.
- (4) That Boston be given authority to borrow \$10,000,000 outside the debt limit for the acceptance and construction of streets. Mayor Curley points out that, while this amount may seem large, it is but one-fifth of the amount required to put Boston's highways in suitable condition for public use. In prior years it has been the practice of the city to borrow \$1,000,000 annually for this purpose.
- (5) That a Metropolitan District Finance Commission, representative of cities and towns subject to metropolitan assessments, be appointed to "supervise, investigate and report upon" work conducted by the Metropolitan District Commission "with a view to safeguarding the money of the taxpayers" in these communities.